# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

## 19

## TIME TABLE

FOR THE

# SALT LAKE DIVISION

To Take Effect Sunday, June 27, 1920, at 12:01 A. M.

**PACIFIC STANDARD TIME (120th MERIDIAN)**

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
*General Manager.*

F. L. BURCKHALTER,
*Assistant General Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

R. L. RUBY,
*Assistant Superintendent of Transportation.*

## Eastward

## FROM SAN FRANCISCO—Sparks Sub-Division

Time Table No. 19

June 27, 1920

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | | | | SECOND CLASS | FIRST CLASS | | | | | Distance from San Francisco | | | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 268 | 186 | 254 | 312 | 262 | 128 | 2 | 24 | 10 | 6 | 20 | | | | |
| | Fast Freight | Local Freight | Ogden Manifest Freight | Local Freight | Fast Freight | Westwood-Hazen Passenger | Overland Limited | Tonopah Express | Express | Atlantic Express | Pacific Limited | | | | |
| | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Lv. Monday, Wednesday, Friday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| Yard PFWYTO | 7.00PM | | 10.45AM | | 4.45AM | | 8.30PM | 7.50PM | 12.30PM | 8.30AM | 12.50AM | 246.2 | Automatic Block | DNR | **SPARKS**<br>2.9 |
| 116 P | 7.10 | | 11.00 | | 4.55 | | 8.36 | 7.55 | 12.35 | f **8.39** | 12.55 | 249.1 | | | VISTA<br>3.3 |
| | | | | | | | | | | | | 252.4 | | | TOOMBS (Spur)<br>0.7 |
| 115 P | 7.19 | | 11.18 | | 5.04 | | 8.42 | 8.02 | 12.42 | f 8.47 | 1.02 | 253.1 | | | HAFED<br>4.2 |
| 115PW | 7.28 | | 11.33 | | **5.28** | | 8.48 | 8.10 | 12.50 | f 8.55 | 1.08 | 257.3 | | | DITHO<br>4.8 |
| 117 P | 7.45 | | 11.45AM | | 5.40 | | 8.55 | f8.17 | 1.00 | f 9.05 | 1.15 | 262.1 | | DN | CLARK<br>4.6 |
| 115 P | 7.55 | | 12.10PM | | 5.50 | | 9.01 | 8.25 | 1.10 | f 9.14 | 1.22 | 266.7 | | | THISBE<br>2.6 |
| 24 | | | | | | | | f | | f | | 269.3 | | | DERBY<br>2.1 |
| 104PW | 8.05 | | 12.50 | | 6.00 | | 9.08 | 8.35 | 1.17 | f 9.25 | **1.28** | 271.4 | | | GILPIN<br>4.7 |
| 244PY | 8.15 | 3.00PM | 1.05 | | 6.08 | 5.20PM | 9.15 | s8.45 | s 1.27 | s **9.35**<br>9.50 | f 1.35 | 276.1 | | DN | **FERNLEY**<br>4.3 |
| 115 P | 8.23 | 3.10 | 1.20 | | **6.16** | 5.27 | 9.22 | 8.53 | 1.33 | f 9.58 | **1.42** | 280.4 | | | ARGO<br>4.0 |
| 118 P | 8.30 | 3.20 | **1.40** | | 6.23 | 5.33 | 9.28 | 9.02 | **1.40** | f10.04 | 1.48 | 284.4 | | | PATNA<br>3.7 |
| 161 P FWYT | 8.50 | 3.30PM | 2.05 | 7.00AM | **6.35** | s 5.40PM | s 9.37 | s9.15PM | 1.55 | s10.20 | s 1.58 | 288.1 | | DNR | **HAZEN**<br>4.4 |
| 114PW | 9.00 | | 2.17 | 7.20 | 6.45 | | 9.43 | | 2.05 | f10.30 | 2.05 | 292.5 | | | MASSIE<br>4.9 |
| 115 P | 9.10 | | 2.38 | 7.30 | 6.55 | | 9.49 | | 2.12 | f10.39 | 2.12 | 297.4 | | | FALAIS<br>4.6 |
| 104 P | 9.20 | | 3.00 | 7.40 | 7.05 | | 9.55 | | 2.19 | f10.47 | 2.19 | 302.0 | | | UPSAL<br>4.8 |
| 114 P | 9.30 | | 3.19 | 7.49 | 7.15 | | 10.02 | | 2.26 | f10.56 | 2.26 | 306.8 | | | DESERT<br>4.9 |
| 115PW | 9.40 | | **3.42** | 8.05 | 7.25 | | 10.10 | | f 2.33 | f**11.05** | 2.33 | 311.7 | | DN | PARRAN<br>4.4 |
| 116 P | 9.50 | | 4.15 | 8.15 | 7.35 | | 10.16 | | 2.39 | f11.14 | 2.39 | 316.1 | | | HUXLEY<br>3.9 |
| 116 P | 9.58 | | 4.25 | 8.25 | 7.43 | | 10.21 | | 2.44 | f11.22 | 2.44 | 320.0 | | | OCALA<br>4.2 |
| 115 P | 10.06 | | 4.39 | 8.40 | 7.51 | | 10.27 | | 2.50 | f11.30 | **2.50** | 324.2 | | | MIRIAM<br>2.0 |
| | | | | | | | | | | f | | 326.2 | | | FANNING (Spur)<br>2.2 |
| 119 P | 10.15 | | 4.58 | 8.53 | 8.00 | | 10.33 | | 2.56 | f11.38 | 2.56 | 328.4 | | N | TOY<br>3.4 |
| 115 P | 10.23 | | 5.15 | 9.10 | 8.08 | | 10.38 | | **3.04** | f11.45 | 3.01 | 331.8 | | | TOULON<br>4.6 |
| 114 P | 10.30 | | 5.40 | 9.30 | 8.15 | | 10.44 | | 3.10 | f11.52 | 3.07 | 336.4 | | | GRANITE POINT<br>4.1 |
| 57PY | 10.38 | | 6.00 | 9.55 | 8.23 | | 10.50 | | 3.16 | f11.59AM | **3.14** | 340.5 | | | PERTH<br>3.8 |
| 89PW | 10.50 | | 6.20 | 10.20<br>11.30 | **8.40** | | s11.02 | | s 3.25 | s12.10PM | s 3.23 | 344.3 | | DN | LOVELOCK<br>4.7 |
| 58PW | **11.10** | | 6.45 | 11.50AM | 8.55 | | **11.10** | | 3.33 | f12.19 | 3.30 | 349.0 | | | KODAK<br>4.2 |
| 162 P | 11.25 | | 7.05 | 12.05PM | 9.10 | | 11.17 | | 3.41 | f12.28 | 3.37 | 353.2 | | | WOOLSEY<br>4.6 |
| 94PW | **11.45PM** | | 7.30 | **12.45** | 9.30 | | 11.28 | | s 3.53 | s**12.45** | f 3.50 | 357.8 | | DNR | **OREANA**<br>8.2 |
| 138 P | 12.10AM | | 8.10 | 1.10 | 9.55 | | 11.40 | | 4.05 | f12.58 | 4.02 | 366.0 | Double Track | | RYE PATCH<br>6.6 |
| | | | | | | | | | | f | | 372.6 | | | VALERY (Spur)<br>4.4 |
| 129PW | 12.35 | | 9.10 | 1.45 | 10.20 | | 11.56PM | | 4.20 | f 1.25 | 4.20 | 377.0 | | | HUMBOLDT<br>7.1 |
| Yard PFWYT | 12.55AM | | 9.45PM | 2.30PM | 10.40AM | | s12.10AM | | s 4.30PM | ¶ 1.40PM | s 4.30AM | 384.1 | | DNR | **IMLAY** |
| | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Monday, Wednesday, Friday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | 137.9 |
| | (5.55) | (0.30) | (11.00) | (7.30) | (5.55) | (0.20) | (3.40) | (1.25) | (4.00) | (5.10) | (3.40) | | | | ............Time over District............ |
| | 23.34 | 24.00 | 12.55 | 15.19 | 23.34 | 36.00 | 37.63 | 29.64 | 34.47 | 26.69 | 37.63 | | | | ........Average Speed per Hour............ |

**Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.**

**Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Oreana.**

Westward trains taking siding at Gilpin will use south siding.

Eastward trains taking siding at Gilpin will use north siding.

# Sparks Sub-Division—TOWARD SAN FRANCISCO

Westward

Time Table No. 19

June 27, 1920

|  | STATIONS | Distance from Imlay | FIRST CLASS<br>1<br>Overland Limited | 123<br>Tonopah Express | 5<br>San Francisco Limited | 19<br>Pacific Limited | 9<br>Fast Mail | SECOND CLASS<br>127<br>Hazen-Westwood Passenger | FOURTH CLASS<br>253<br>Ogden Manifest Freight | 185<br>Local Freight | 311<br>Local Freight |
|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  |  | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily<br>Ex. Sunday | Ar. Tuesday, Thursday, Saturday |
| DNR | **SPARKS**<br>2.9 | 138.1 | s 5.55AM | s 6.10PM | ¶6.20PM | s **2.25AM** | s **2.33AM** |  | 9.00AM |  |  |
|  | VISTA<br>3.3 | 135.2 | 5.45 | f5.55 | 6.10PM | 2.15 | 2.27 |  | **8.39** |  |  |
|  | TOOMBS (Spur)<br>0.7 | 131.9 |  |  |  |  |  |  |  |  |  |
|  | HAFED<br>4.2 | 131.2 | 5.38 | f5.43 | 6.00 | 2.05 | 2.22 |  | 8.05 |  |  |
|  | DITHO<br>4.8 | 127.0 | **5.28** | f5.32 | 5.50 | 1.55 | 2.16 |  | 7.35 |  |  |
| DN | CLARK<br>4.6 | 122.2 | 5.18 | f5.22 | 5.43 | 1.45 | 2.10 |  | 7.15 |  |  |
|  | THISBE<br>2.6 | 117.6 | 5.10 | f5.12 | 5.36 | 1.37 | 2.03 |  | 7.00 |  |  |
|  | DERBY<br>2.1 | 115.0 |  | f |  |  |  |  |  |  |  |
|  | GILPIN<br>4.7 | 112.9 | 5.02 | f5.00 | 5.28 | **1.28** | 1.56 |  | 6.48 |  |  |
| DN | **FERNLEY**<br>4.3 | 108.2 | 4.55 | s4.50 | **5.20**<br>s5.05 | 1.12 | 1.49 | 9.25AM | 6.30 | 7.10AM |  |
|  | ARGO<br>4.0 | 103.9 | 4.48 | f4.43 | 4.57 | 1.05 | **1.42** | 9.18 | **6.16** | 7.00 |  |
|  | PATNA<br>3.7 | 99.9 | 4.42 | f4.37 | 4.50 | 12.58 | 1.33 | 9.12 | 6.00 | 6.50 |  |
| DNR | **HAZEN**<br>4.4 | 96.2 | s 4.35 | 4.30PM | s4.40 | s12.50 | s1.25 | 9.05AM | 5.45 | **6.35AM** | 1.25PM |
|  | MASSIE<br>4.9 | 91.8 | 4.25 |  | f4.25 | 12.38 | 1.15 |  | 5.15 |  | 1.00 |
|  | FALAIS<br>4.6 | 86.9 | 4.18 |  | f4.12 | 12.30 | 1.09 |  | 4.55 |  | 12.40 |
|  | UPSAL<br>4.8 | 82.3 | 4.11 |  | f4.01 | 12.23 | 1.03 |  | 4.30 |  | 12.05PM |
|  | DESERT<br>4.9 | 77.5 | 4.04 |  | f3.50 | 12.17 | 12.57 |  | 4.15 |  | 11.40AM |
| DN | PARRAN<br>4.4 | 72.6 | **3.57** |  | f**3.42** | 12.10 | 12.51 |  | **3.57** |  | **11.05** |
|  | HUXLEY<br>3.9 | 68.2 | 3.51 |  | f3.32 | 12.03AM | 12.45 |  | 3.30 |  | 10.45 |
|  | OCALA<br>4.2 | 64.3 | 3.45 |  | f3.25 | 11.57PM | 12.40 |  | 3.12 |  | 10.30 |
|  | MIRIAM<br>2.0 | 60.1 | 3.39 |  | f3.18 | 11.50 | 12.35 |  | **2.50** |  | 10.15 |
|  | FANNING (Spur)<br>2.2 | 58.1 |  |  | f |  |  |  |  |  |  |
| N | TOY<br>3.4 | 55.9 | 3.32 |  | f3.10 | 11.45 | 12.30 |  | 2.20 |  | 9.50 |
|  | TOULON<br>4.6 | 52.5 | 3.27 |  | f**3.04** | 11.40 | 12.26 |  | 2.02 |  | 9.30 |
|  | GRANITE POINT<br>4.1 | 47.9 | 3.20 |  | f2.57 | 11.33 | 12.20 |  | 1.50 |  | 9.15 |
|  | PERTH<br>3.8 | 43.8 | **3.14** |  | f2.51 | 11.27 | 12.15 |  | 1.35 |  | 8.55 |
| DN | LOVELOCK<br>4.7 | 40.0 | s 3.04 |  | s2.45 | s11.20 | 12.10 |  | 1.25 |  | **8.40**<br>7.25 |
|  | KODAK<br>4.2 | 35.3 | 2.57 |  | f2.33 | **11.10** | 12.04AM |  | 1.13 |  | 7.10 |
|  | WOOLSEY<br>4.6 | 31.1 | 2.51 |  | f2.27 | 10.55 | 11.59PM |  | 1.05 |  | 6.47 |
| DN | **OREANA**<br>8.2 | E.B. 26.3<br>W.B. 26.5 | 2.45 |  | s2.20 | 10.45 | **11.53** |  | 12.50 |  | 6.35 |
|  | RYE PATCH<br>6.8 | 18.1<br>18.3 | 2.32 |  | f2.07 | 10.32 | 11.40 |  | 12.30AM |  | 6.05 |
|  | VALERY (No Siding)<br>4.4 | 11.5<br>11.5 |  |  | f |  |  |  |  |  |  |
|  | HUMBOLDT<br>7.1 | 7.1<br>7.1 | 2.16 |  | f1.51 | 10.16 | 11.25 |  | 11.55PM |  | 5.45 |
| DNR | **IMLAY** | 0.0<br>0.0 | 2.05AM |  | f1.40PM | 10.05PM | 11.15PM |  | 11.30PM |  | 5.30AM |
|  | 138.1 | 137.9<br>138.1 | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily<br>Ex. Sunday | Leave Tuesday, Thursday, Saturday |
|  | Time over District |  | (3.50) | (1.40) | (4.40) | (4.20) | (3.18) | (0.20) | (9.30) | (0.35) | (7.55) |
|  | Average Speed per Hour |  | 36.02 | 25.14 | 28.80 | 31.84 | 41.85 | 36.00 | 14.53 | 20.57 | 14.07 |

Automatic Block

Double Track

**Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.**

**Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Oreana.**

**No. 5 will stop at stations between Hazen and Sparks to let off Passengers from points east of Hazen.**

**Westward trains taking siding at Gilpin will use south siding.**

**Eastward trains taking siding at Gilpin will use north siding.**

Eastward.

# FROM SAN FRANCISCO—Imlay Sub-Division—TOWARD SAN FRANCISCO

Westward.

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | SECOND CLASS | | | | FIRST CLASS | | | | Distance from San Francisco | Time Table No. 19<br>June 27, 1920 | | | Distance from Carlin | FIRST CLASS | | | | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 254 | 262 | 268 | 314 | 10 | 6 | 20 | 2 | | | | | | 5 | 19 | 9 | 1 | 313 | 253 |
| | Ogden Manifest Freight | Fast Freight | Fast Freight | Local Freight | Express | Atlantic Express | Pacific Limited | Overland Limited | | | | | | San Francisco Limited | Pacific Limited | Fast Mail | Overland Limited | Local Freight | Ogden Manifest Freight |
| | **Leave Daily** | Leave Daily | **Leave Daily** | **Leave Daily Ex. Sunday** | Leave Daily | **Leave Daily** | **Leave Daily** | **Leave Daily** | | | **STATIONS** | | | Arrive Daily | **Arrive Daily** | **Arrive Daily** | **Arrive Daily** | Arrive Daily Ex. Sunday | **Arrive Daily** |
| Yard PFWYT | 10.30PM | 5.00PM | 9.00AM | **5.55AM** | 4.40PM | 1.55PM | 4.35AM | 12.15AM | 384.1 | DNR | **IMLAY**<br>4.6 | Double Track | 150.2 | ¶ 1.25PM | s 10.00PM | s 11.12PM | s 2.00AM | 4.40PM | 10.45PM |
| | 10.50 | 5.15 | 9.15 | 6.10 | f 4.48 | s 2.03 | 4.43 | 12.23 | 388.7 | | MILL CITY<br>8.3 | | 145.6 | s 1.14 | 9.53 | 11.05 | 1.54 | 4.25 | 10.15 |
| 138 W | **11.21** | 5.35 | 9.35 | 6.40 | 5.03 | f 2.18 | 4.58 | 12.37 | 397.0 | | COSGRAVE<br>9.6 | | 137.3 | f 12.56 | **9.42** | 10.55 | 1.44 | 4.00 | **9.42** |
| 45 P | **11.59PM** | 6.05 | 10.05 | **7.10** | 5.18 | f 2.35 | 5.13 | 12.55 | 406.6 | DNR | **ROSE CREEK**<br>5.3 | | 127.7 | f 12.41 | 9.28 | 10.43 | 1.32 | 3.35 | 9.00 |
| 113 P | 12.15AM | 6.15 | 10.15 | **7.25** | 5.28 | f 2.45 | 5.23 | 1.02 | 412.1 | | BENIN<br>5.2 | | 122.4 | f 12.33 | 9.20 | 10.36 | 1.23 | 3.20 | 8.45 |
| 200 PW | 12.30 | 6.35 | 10.35 | **8.15** | s 5.45 | s **3.00** | s 5.40 | s **1.15** | 417.3 | DN | WINNEMUCCA<br>3.5 | | 117.2 | s 12.25 | s 9.10 | f 10.29 | s **1.15** | 3.00 | 8.30 |
| | | | | | | f | | | 420.8 | | WESO (No Siding)<br>2.5 | | 113.7 | f | | | | | |
| 114 | **12.55** | 6.48 | 10.48 | 8.30 | 5.55 | f 3.10 | 5.50 | 1.25 | 423.3 | | TULE<br>5.6 | | 111.2 | f 12.10 | 8.56 | 10.20 | **12.55** | 1.50 | 8.15 |
| 57 | 1.15 | 7.00 | 11.00 | 8.43 | 6.05 | f 3.20 | 5.59 | 1.33 | 428.9 | | EGLON<br>5.1 | | 105.6 | f 12.01PM | 8.49 | 10.12 | 12.48 | 1.30 | 8.00 |
| 100 W | **1.40** | 7.13 | 11.13 | 9.15 | s 6.12 | s 3.33 | f 6.06 | **1.40** | 434.0 | DN | GOLCONDA<br>5.3 | | 100.5 | s 11.53AM | f 8.42 | 10.05 | 12.41 | 1.15 | 7.40 |
| 115 P | 1.55 | **7.23** | 11.23 | 9.30 | 6.21 | f 3.43 | 6.15 | 1.49 | 439.3 | | PREBLE<br>4.2 | | 95.2 | f 11.41 | 8.35 | 9.58 | 12.34 | 12.30 | **7.23** |
| 116 | 2.10 | 7.34 | **11.34** | 9.41 | 6.27 | f 3.50 | 6.21 | 1.55 | 443.5 | | COMUS<br>4.6 | | 91.0 | f **11.34** | 8.29 | 9.52 | 12.28 | 12.12PM | 7.10 |
| 116 P | 2.25 | 7.47 | **11.47** | 9.55 | **6.35** | f 3.58 | 6.29 | 2.03 | 448.1 | N | IRON POINT<br>4.6 | | 86.4 | f 11.27 | 8.24 | 9.46 | 12.20 | **11.47AM** | **6.35** |
| 115 | 2.45 | 7.57 | 11.57AM | 10.07 | 6.42 | f 4.06 | 6.36 | 2.10 | 452.7 | | HERRIN<br>4.7 | | 81.8 | f 11.20 | 8.18 | 9.40 | 12.13 | 11.25 | 6.22 |
| 115 | 2.58 | **8.12** | 12.07PM | 10.17 | 6.50 | f 4.13 | 6.44 | 2.18 | 457.4 | | STONE HOUSE<br>3.9 | | 77.1 | f **11.13** | **8.12** | 9.34 | 12.06 | **11.13** | 6.10 |
| 82 FW | 3.20 | 8.27 | 12.27 | 10.25 | 6.56 | f 4.22 | 6.50 | 2.23 | 461.8 | DN | VALMY<br>5.0 | Automatic Block | 73.2 | f 11.08 | 8.07 | 9.29 | 12.01AM | 10.53 | 6.00 |
| 102 | 3.45 | 8.38 | 12.38 | **10.35** | 7.05 | f 4.32 | 7.00 | 2.32 | 466.3 | | MOTE<br>4.6 | | 68.2 | f 11.00 | 7.59 | 9.22 | 11.52PM | **10.35** | 5.40 |
| 83 | 4.05 | 8.49 | 12.49 | **10.53** | 7.11 | f 4.39 | 7.06 | 2.38 | 470.9 | | PIUTE<br>4.9 | | 63.6 | f **10.53** | 7.53 | 9.16 | 11.45 | 10.20 | 5.21 |
| 82 WP | 4.35 | **9.10** | 1.10 | 11.25 | s 7.22 | s **4.50** | s 7.17 | 2.48 | 475.8 | DN | **BATTLE MOUNTAIN**<br>6.2 | | 58.7 | s 10.45 | s 7.45 | s **9.10** | 11.39 | 9.30 | **4.50** |
| 82 | 5.00 | 9.25 | 1.25 | 11.40 | **7.33** | f 5.00 | 7.27 | 2.58 | 482.0 | | ROSNY<br>5.7 | | 52.5 | f 10.32 | **7.33** | 9.00 | 11.29 | 9.10 | 4.25 |
| 75 | 5.35 | 9.36 | 1.36 | 11.55AM | 7.42 | f 5.08 | 7.36 | 3.07 | 487.7 | | ARGENTA<br>5.2 | | 46.8 | f 10.23 | 7.24 | 8.53 | 11.21 | 8.55 | 4.00 |
| 110 | 6.05 | 9.47 | 1.47 | 12.10PM | 7.50 | f 5.16 | 7.44 | 3.15 | 492.9 | N | MOSEL<br>5.6 | | 41.6 | f 10.15 | 7.16 | 8.46 | 11.13 | 8.35 | 3.36 |
| 115 | 7.00 | 9.58 | 1.58 | 12.25 | 7.59 | f 5.23 | **7.53** | 3.24 | 498.5 | | SHOSHONE<br>5.2 | | 36.0 | f 10.07 | 7.08 | 8.39 | 11.06 | **7.53** | 3.12 |
| 115 | **7.30** | 10.08 | 2.08 | 12.37 | 8.07 | f 5.31 | 8.01 | 3.32 | 503.7 | | LADOGA<br>4.5 | | 30.8 | f 10.00 | 7.00 | 8.32 | 10.59 | **7.30** | 2.50 |
| 109 W | 7.50 | 10.20 | **2.25** | 1.10 | f **8.26** | s 5.42 | f 8.10 | 3.40 | 508.2 | DN | BEOWAWE<br>4.5 | | 26.3 | s 9.52 | f 6.53 | **8.26** | 10.53 | 7.10 | **2.25** |
| 116 | **8.18** | 10.28 | 2.35 | 1.25 | 8.36 | f 5.52 | **8.18** | 3.48 | 512.7 | | CLURO<br>4.3 | | 21.8 | f 9.43 | 6.45 | 8.20 | 10.46 | 6.35 | 2.03 |
| 117 | 8.30 | **10.40** | 2.45 | **1.40** | 8.45 | f 6.00 | 8.24 | 3.54 | 517.0 | | HARNEY<br>3.3 | | 17.5 | f 9.37 | 6.38 | 8.14 | **10.40** | 6.20 | **1.40** |
| | | | | | | f | | | 520.8 | | BARTH (Spur)<br>1.3 | | 14.2 | f | | | | | |
| 115 | 8.45 | 10.52 | 2.55 | 2.15 | 8.53 | f 6.08 | 8.32 | 4.01 | 521.6 | | GERALD<br>3.6 | | 12.9 | f 9.30 | 6.30 | 8.08 | 10.35 | 6.00 | 1.15 |
| | | | | | | | | | 525.2 | | E. N. Crossing<br>0.3 | | 9.3 | | | | | | |
| | | | | | | | | | 525.5 | | E. N. Crossing<br>0.2 | | 9.0 | | | | | | |
| 117 W | **9.18** | 11.10 | **3.10** | **3.10** | s 9.05 | s **6.23** | f 8.40 | 4.08 | 525.7 | DN | **PALISADE**<br>5.5 | | 8.8 | s **9.18** | f **6.23** | 8.00 | 10.29 | 5.45 | 12.55 |
| 58 | 9.40 | 11.22 | 3.22 | 3.40 | 9.18 | f 6.38 | 8.50 | 4.18 | 531.2 | | TYROL<br>3.3 | | 3.3 | f 9.05 | 6.12 | 7.52 | 10.21 | 5.19 | 12.26 |
| Yard PFWT | 10.10AM | 11.30PM | 3.30PM | 4.15PM | s 9.25PM | ¶ 6.50PM | s **9.00AM** | s 4.25AM | 534.5 | DNR | **CARLIN** | | 0.0 | **9.00AM** | 6.05PM | 7.45PM | 10.15PM | 5.00AM | 12.10PM |
| | **Arrive Daily** | **Arrive Daily** | **Arrive Daily** | **Arrive Daily Ex. Sunday** | **Arrive Daily** | Arrive Daily | **Arrive Daily** | Arrive Daily | | | (150.2) | | | **Leave Daily** | **Leave Daily** | **Leave Daily** | **Leave Daily** | Leave Daily Ex. Sunday | **Leave Daily** |
| | (11.40) | (6.30) | (6.30) | (10.20) | (4.45) | (4.55) | (4.25) | (4.10) | | | ……Time over District…… | | | (4.25) | (3.55) | (3.27) | (3.45) | (11.40) | (10.35) |
| | 12.87 | 23.11 | 23.11 | 14.53 | 31.62 | 30.55 | 34.00 | 36.05 | | | ……Average speed per hour…… | | | 34.01 | 38.30 | 43.74 | 40.05 | 12.87 | 14.17 |

**Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.**

**Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Rose Creek.**

**Time of Eastward Trains at Battle Mountain applies at East Switch of North Siding.**

**No. 1 will stop at Palisade to let off Passengers from points east of Ogden.**

Eastward.

## FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO

Westward.

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | SECOND CLASS | | | | FIRST CLASS | | | | Distance from San Francisco | | Time Table No. 19 | Distance from Montello | FIRST CLASS | | | | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 268 | 254 | 316 | 262 | 10 | 6 | 20 | 2 | | | June 27, 1920 | | 5 | 19 | 9 | 1 | 253 | 315 |
| | Fast Freight | Ogden Manifest Freight | Local Freight | Fast Freight | Express | Atlantic Express | Pacific Limited | Overland Limited | | | STATIONS | | San Francisco Limited | Pacific Limited | Fast Mail | Overland Limited | Ogden Manifest Freight | Local Freight |
| | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| Yard PFWT | **7.45**PM | **11.10**AM | 6.15AM | 4.55AM | 9.35PM | 7.10PM | 9.10AM | 4.30AM | 534.5 | DNR | **CARLIN**<br>3.0 | 127.4 | s 8.50AM | s 5.55PM | s **7.40**PM | s 10.10PM | **11.10**AM | 4.10PM |
| 58 | 8.00 | 11.25 | 6.30 | 5.10 | 9.45 | 7.18 | 9.16 | 4.35 | 537.5 | | VIVIAN<br>2.8 | 124.4 | 8.40 | 5.48 | 7.35 | 10.03 | 10.55 | 3.50 |
| 114 | 8.07 | 11.35 | 6.40 | 5.17 | **9.58** | f **7.31** | 9.21 | 4.40 | 540.3 | | TONKA<br>4.2 | 121.6 | 8.35 | 5.43 | **7.31** | **9.58** | 10.42 | 3.44 |
| 115 | 8.15 | 11.47AM | 6.52 | 5.25 | 10.06 | f 7.39 | 9.29 | 4.48 | 544.5 | | MOLEEN<br>5.8 | 117.4 | f 8.27 | 5.35 | 7.25 | 9.50 | 10.22 | 3.33 |
| 58 | 8.25 | 12.05PM | 7.05 | 5.35 | 10.16 | f 7.49 | 9.39 | 4.58 | 550.3 | | AVENEL<br>5.7 | 111.6 | 8.17 | 5.25 | 7.17 | 9.40 | 10.08 | 3.18 |
| 102 WP | 8.38 | 12.50 | **8.05** | 5.50 | s 10.30 | s 8.05 | s **9.55** | s 5.10 | 556.0 | DN | ELKO<br>4.5 | 105.9 | s **8.05** | s 5.15 | 7.08 | s 9.30 | **9.55** | 3.00 |
| 58 | 8.45 | 1.15 | 8.25 | 6.00 | 10.40 | 8.15 | 10.05 | 5.20 | 560.5 | | COIN<br>4.3 | 101.4 | f 7.51 | 5.03 | 6.58 | 9.20 | 9.10 | 2.15 |
| 85 | 8.54 | **2.00** | **8.47** | 6.10 | 10.47 | f 8.22 | 10.12 | 5.27 | 564.8 | | OSINO<br>3.0 | 97.1 | f 7.44 | 4.56 | 6.53 | 9.14 | **8.47** | **2.00** |
| 116 | **9.09** | 2.15 | 9.00 | 6.20 | 10.52 | f 8.28 | 10.17 | 5.32 | 567.8 | | RYNDON<br>5.6 | 94.1 | f 7.38 | 4.50 | 6.49 | **9.09** | 8.10 | 1.40 |
| 59 W | 9.30 | 2.35 | 9.20 | 6.40 | 11.01 | f 8.39 | 10.26 | 5.42 | 573.4 | | ELBURZ<br>3.3 | 88.5 | f 7.28 | 4.39 | 6.41 | 9.00 | 7.40 | 1.15 |
| 112 | 9.42 | 2.55 | 9.40 | 6.52 | f 11.07 | s **8.55** | f 10.32 | 5.49 | 576.7 | D | HALLECK<br>4.5 | 85.2 | f **7.22** | 4.33 | 6.37 | **8.55** | **7.22** | 12.45 |
| 58 | 9.52 | 3.20 | 10.05 | **7.02**<br>**7.16** | 11.15 | f 9.03 | 10.40 | 5.58 | 581.2 | | RASID<br>4.1 | 80.7 | **7.16** | 4.25 | 6.31 | 8.48 | **7.02** | 12.20PM |
| 58 | 10.00 | 3.40 | 10.25 | 7.25 | 11.22 | f 9.11 | 10.47 | 6.07 | 585.3 | | NATCHEZ<br>4.3 | 76.6 | f 7.09 | 4.17 | 6.26 | 8.42 | 6.50 | 11.58AM |
| 120 W | 10.10 | **4.10** | **10.55** | 7.35 | f 11.30 | s 9.20 | f **10.55** | 6.15 | 589.6 | D | DEETH<br>4.8 | 72.3 | s 7.02 | f **4.10** | 6.21 | 8.35 | 6.35 | 11.40 |
| 66 | 10.25 | 4.30 | **11.25** | 7.45 | 11.38 | f 9.27 | 11.03 | **6.23** | 594.4 | | NARDI<br>4.7 | 67.5 | 6.53 | 4.02 | 6.15 | 8.29 | **6.23** | **11.25** |
| 164 P | 10.35 | 4.46 | 11.40 | 7.55 | 11.46 | f 9.34 | **11.11** | 6.29 | 599.1 | | **TULASCO**<br>4.5 | 62.8 | f 6.45 | 3.54 | 6.09 | 8.23 | 5.50 | **11.11** |
| 60 | 10.45 | 5.00 | 11.55AM | 8.05 | 11.53PM | f 9.41 | 11.18 | **6.38** | 603.6 | | ALAZON<br>3.9 | 58.3 | **6.38** | 3.47 | 6.03 | 8.17 | 5.35 | 10.40 |
| 100 PFWY | 11.15 | 5.20 | 12.22PM | 8.25 | s 12.05AM | s 9.55 | s 11.30 | s 6.50 | 607.5 | Automatic Block<br>DNR | **WELLS**<br>3.6 | 54.4 | s 6.25 | s 3.40 | 5.58 | s 8.10 | 5.20 | 10.00 |
| 60 | 11.35 | **5.50** | 12.45 | 8.45 | 12.17 | f 10.07 | 11.42 | 7.02 | 611.1 | | KAW<br>2.3 | 50.8 | 6.16 | 3.31 | **5.50** | 7.59 | 4.53 | 9.45 |
| 66 | 11.45PM | 6.00 | 1.00 | 8.55 | 12.25 | f 10.15 | 11.50 | 7.10 | 613.4 | | CEDAR<br>3.0 | 48.5 | 6.11 | 3.26 | 5.46 | 7.54 | 4.43 | 9.35 |
| 125 PY | 12.05AM | 6.20 | 1.20 | **9.15** | 12.34 | f 10.25 | 11.59AM | 7.20 | 616.4 | DN | MOOR<br>3.7 | 45.5 | f 6.06 | 3.21 | 5.42 | 7.48 | 4.30 | **9.15** |
| 115 W | 12.25 | 6.33 | 1.35 | 9.25 | 12.40 | f 10.32 | 12.05PM | 7.26 | 620.1 | | ANTHONY<br>4.0 | 41.8 | 5.59 | 3.14 | 5.37 | 7.42 | 4.18 | 9.00 |
| 115 | 12.35 | 6.45 | 1.50 | 9.35 | 12.46 | f 10.39 | 12.11 | 7.32 | 624.1 | | HOLBORN<br>3.4 | 37.8 | f 5.53 | 3.08 | 5.32 | 7.35 | 4.05 | 8.45 |
| 116 | **12.51** | 7.00 | 2.05 | 9.45 | **12.51** | f 10.45 | 12.16 | 7.37 | 627.5 | | FENELON<br>4.3 | 34.4 | f 5.47 | 3.02 | 5.27 | 7.30 | 3.49 | 8.26 |
| 115 | 1.00 | **7.23** | 2.25 | 9.55 | 12.58 | f 10.52 | 12.23 | **7.44** | 631.8 | | PEQUOP<br>5.0 | 30.1 | f 5.40 | 2.55 | 5.21 | **7.23** | 3.37 | **7.44** |
| 115 | 1.10 | 7.50 | **2.47** | 10.05 | 1.06 | f 11.00 | 12.31 | 7.53 | 636.8 | | ICARUS<br>3.8 | 25.1 | 5.32 | **2.47** | 5.14 | 7.15 | 3.22 | 7.25 |
| 116 PWY | 1.18 | 8.14 | 3.00 | 10.20 | 1.11 | f 11.07 | 12.36 | 7.58 | 640.6 | | VALLEY PASS<br>4.2 | 21.3 | f 5.25 | 2.40 | 5.08 | 7.08 | 3.10 | 7.15 |
| 150 W | 1.30 | 8.40 | 3.15 | 10.35 | s 1.21 | s 11.20 | s 12.46 | f 8.08 | 644.8 | DN | **COBRE**<br>1.6 | 17.1 | s 5.15 | s 2.30 | 5.00 | 6.58 | 2.45 | 6.55 |
| 113 | 1.35 | 8.47 | 3.22 | 10.40 | 1.24 | f 11.33 | 12.49 | 8.11 | 646.4 | | OMAR<br>3.4 | 15.5 | 5.00 | 2.20 | 4.57 | 6.55 | 2.38 | 6.45 |
| 115 W | 1.45 | 9.10 | 3.40 | 10.50 | 1.30 | f 11.38 | 12.56 | 8.18 | 649.8 | | LORAY<br>3.1 | 12.1 | f 4.53 | 2.13 | 4.50 | 6.48 | 2.23 | 6.16 |
| 58 | **2.00** | 9.25 | 4.00 | 11.05 | 1.36 | f 11.44 | 1.04 | 8.26 | 652.9 | | TIOGA<br>2.4 | 9.0 | 4.47 | 2.07 | 4.43 | 6.41 | **2.00** | 6.00 |
| 118 | 2.08 | 9.35 | 4.08 | 11.13 | **1.41** | f 11.49 | 1.08 | 8.31 | 655.3 | | ULLIN<br>2.1 | 6.6 | 4.42 | 2.02 | 4.38 | 6.36 | **1.41** | 5.48 |
| 58 | 2.15 | 9.45 | 4.16 | 11.20 | 1.46 | f 11.54 | 1.11 | 8.35 | 657.4 | | NOBLE<br>2.2 | 4.5 | 4.37 | 1.57 | 4.33 | 6.31 | 1.26 | 5.36 |
| 88 | 2.22 | 9.55 | **4.29** | 11.27 | 1.52 | f 11.59PM | 1.14 | 8.39 | 659.6 | | BANVARD<br>2.3 | 2.3 | f 4.32 | 1.52 | **4.29** | 6.26 | 1.15 | 5.25 |
| Yard F WY | 2.30AM | 10.10PM | 4.45PM | 11.35AM | s 2.00AM | f 12.05AM | s 1.20PM | s 8.45AM | 661.9 | DNR | **MONTELLO** | 0.0 | 4.25AM | 1.45PM | 4.23PM | 6.20PM | 1.00AM | 5.10AM |
| | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (127.4) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | (6.45) | (11.00) | (10.30) | (6.40) | (4.25) | (4.55) | (4.10) | (4.15) | | | Time over District | | (4.25) | (4.10) | (3.17) | (3.50) | (10.10) | (11.00) |
| | 18.87 | 11.58 | 12.13 | 19.11 | 28.84 | 25.91 | 30.57 | 29.97 | | | Average Speed per Hour | | 28.84 | 30.57 | 38.80 | 33.23 | 12.53 | 11.58 |

**Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.**

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Montello.

Eastward.

# FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO

Westward.

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | SECOND CLASS | | | | | FIRST CLASS | | | | Distance from San Francisco | Time Table No. 19<br>June 27, 1920 | | Distance from Ogden | | FIRST CLASS | | | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 254 | 262 | 206 | 318 | 268 | 20 | 2 | 10 | 6 | | | | | | 19 | 9 | 1 | 5 | 317 | 205 | 253 |
| | Ogden Manifest Freight | Fast Freight | Mixed | Local Freight | Fast Freight | Pacific Limited | Overland Limited | Express | Atlantic Express | | | | | | Pacific Limited | Fast Mail | Overland Limited | San Francisco Limited | Local Freight | Mixed | Ogden Manifest Freight |
| | Leave Daily | Leave Daily | Leave Wednesday only | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | EB | WB | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Tuesday only | Arrive Daily |
| Yard PFWY | 11.00PM | 3.10PM | **8.55AM** | 5.30AM | 5.00AM | 1.25PM | **8.50AM** | 2.10AM | 12.15AM | 661.9 | DNR **MONTELLO**<br>6.9 6.9 | Double Track | 120.4 | 121.3 | s 1.40PM | s **4.20PM** | s 6.15PM | s 4.15AM | 3.30PM | s 5.30PM | 12.15AM |
| 127 | 11.23 | 3.28 | f 9.10 | 6.00 | 5.18 | 1.35 | 9.00 | f 2.23 | f 12.28 | 668.8 | D TECOMA<br>5.5<br>TECOMA<br>2.3 | | 113.5 | 114.4 | f 1.30 | 4.11 | 6.05 | f 3.55 | 3.10 | f 5.08 | 11.55PM |
| 133 | 11.42 | 3.40 | 9.25 | 6.20 | 5.30 | 1.43 | 9.10 | 2.37 | f 12.42 | 674.3 | GARTNEY (Spur)<br>5.5<br>GROUSE<br>9.6 | | 108.0 | 112.1 | 1.25 | 4.08 | 6.01 | 3.48 | 2.55 | 5.01 | 11.45 |
| 124 PWY | 11.59PM | **3.55** | s **9.40AM** | 6.45 | 5.45 | f 1.51 | 9.20 | f 2.48 | f 12.57 | 679.8 | DNR **LUCIN**<br>4.7 | | 102.5 | | f 1.00 | **3.51** | 5.40 | f 3.28 | 2.15 | **4.30PM** | 10.55 |
| 117 P | 12.25AM | 4.09 | | 7.10 | 5.59 | **1.58** | 9.27 | 2.55 | f 1.05 | 684.5 | PIGEON<br>4.3 | | 97.8 | | 12.51 | 3.45 | 5.31 | f 3.14 | **1.58** | | 10.25 |
| 115 P | 12.50 | 4.20 | | 7.25 | 6.10 | 2.04 | 9.33 | **3.06** | f 1.12 | 688.8 | TECK<br>4.4 | | 93.5 | | 12.43 | 3.39 | 5.23 | f **3.06** | 1.35 | | 10.10 |
| 116 P | **1.20** | 4.30 | | 7.45 | 6.20 | 2.10 | 9.40 | 3.14 | f **1.20** | 693.2 | JACKSON<br>4.4 | | 89.1 | | 12.35 | 3.33 | 5.16 | 2.55 | 1.11 | | 9.50 |
| 116 P | 1.55 | 4.40 | | 8.05 | 6.30 | 2.16 | 9.46 | 3.20 | f 1.27 | 697.6 | BEPPO<br>4.5 | | 84.7 | | 12.28 | 3.27 | 5.09 | f 2.45 | 12.45 | | 9.35 |
| 114 PW | 2.10 | **5.02** | | 8.30 | 6.50 | 2.25 | 9.54 | f 3.30 | f 1.38 | 702.1 | DN LEMAY<br>4.3 | | 80.2 | | f **12.20** | 3.21 | **5.02** | f 2.35 | **12.20PM** | | 9.15 |
| 115 P | **2.24** | 5.11 | | 8.59 | 7.01 | 2.32 | 10.02 | 3.38 | f 1.47 | 706.4 | NEWFOUNDLAND<br>4.7 | | 75.9 | | 12.10 | 3.15 | 4.55 | f **2.24** | **11.55AM** | | 8.50 |
| 116 P | 2.39 | 5.20 | | 9.25 | 7.10 | 2.38 | 10.09 | 3.45 | f 1.55 | 711.1 | GROOME<br>5.2 | | 71.2 | | 12.03PM | 3.09 | 4.49 | f 2.16 | **11.37** | | 8.35 |
| 117 P | 3.10 | 5.32 | | 9.45 | 7.23 | 2.46 | 10.17 | 3.53 | f **2.08** | 716.3 | ALLEN<br>4.4 | | 66.0 | | 11.55AM | 3.02 | 4.42 | f **2.08** | 11.20 | | 8.15 |
| 116 PY | 3.40 | 5.41 | | 10.05 | 7.32 | **2.56** | 10.25 | 4.01 | f 2.18 | 720.7 | HOGUP<br>4.6 | Automatic Block | 61.6 | | 11.45 | **2.56** | 4.35 | f 2.00 | 11.03 | | 7.55 |
| 116 P | **4.09** | 5.50 | | 10.32 | 7.41 | 3.03 | 10.32 | **4.09** | f 2.32 | 725.3 | OLNEY<br>4.7 | | 57.0 | | 11.37 | 2.50 | 4.28 | 1.50 | 10.32 | | 7.37 |
| 115 PW | 4.50 | 6.04 | | 10.55 | 7.55 | 3.09 | 10.39 | 4.16 | f 2.42 | 730.0 | STRONGKNOB<br>4.6 | | 52.3 | | 11.28 | 2.44 | 4.22 | f 1.42 | 10.10 | | 7.20 |
| 57 PF | 5.15 | 6.20 | | **11.14** | 8.10 | f 3.18 | 10.48 | 4.30 | f 2.59 | 734.6 | DN **LAKESIDE**<br>4.7 | Double Track | 47.7 | | f **11.19** | 2.38 | 4.15 | f 1.33 | 9.41 | | 7.00 |
| | | | | | | | | | | 739.3 | RAMBO (Spur)<br>1.8 | | 43.0 | | | | | | | | |
| P | 5.45 | **6.39** | | 11.50AM | 8.29 | 3.32 | **11.05** | 4.46 | 3.15 | 741.1 | **ENGLE**<br>3.7 | | 41.2 | | **11.05** | 2.25 | 4.02 | 1.17 | 9.15 | | **6.30** |
| 115 P | 6.15 | 6.57 | | 12.15PM | **8.47** | **3.50** | 11.17 | 5.01 | f 3.30 | 744.8 | DN MIDLAKE<br>5.3 | | 37.5 | | f 10.53 | 2.13 | **3.50** | f 1.04 | **8.47** | | 6.05 |
| 115 P | 6.45 | 7.24 | | 12.45 | 9.14 | 4.07 | 11.33 | 5.20 | f 3.49 | 750.1 | COLIN<br>5.1 | | 32.2 | | 10.37 | 1.57 | 3.33 | 12.48 | 8.13 | | 5.35 |
| 109 P | 7.10 | 7.42 | | 1.15 | 9.32 | 4.19 | 11.44 | 5.34 | f 4.03 | 755.2 | SALINE<br>3.3 | | 27.1 | | f 10.26 | 1.46 | 3.22 | f 12.35 | **7.55** | | 5.12 |
| 126 PW | **7.35** | 7.58 | | **1.41** | 9.48 | f 4.25 | 11.50AM | f 5.41 | f 4.10 | 758.5 | DN PROMONTORY PT.<br>5.2 | | 23.8 | | f 10.21 | **1.41** | 3.16 | f 12.30 | **7.35** | | 5.00 |
| 116 P | 8.00 | 8.14 | | 2.10 | **10.09** | **4.38** | 12.03PM | 5.53 | f 4.22 | 763.7 | BAGLEY<br>4.8 | | 18.6 | | **10.09** | 1.29 | 3.04 | f 12.17 | 7.05 | | **4.38** |
| 116 P | 8.25 | 8.29 | | 2.30 | 10.24 | 4.47 | 12.12 | 6.05 | f 4.34 | 768.5 | LITTLE MOUNTAIN<br>4.0 | | 13.8 | | 10.00 | 1.20 | 2.55 | s 12.07 | 6.35 | | 4.10 |
| 148 P | 8.45 | 8.40 | | **2.49** | 10.34 | 4.54 | 12.19 | **6.14** | f 4.43 | 772.5 | REESE<br>3.0 | | 9.8 | | 9.54 | 1.14 | **2.49** | f 12.01AM | **6.14** | | 3.50 |
| P | | | | | | 4.59 | 12.24 | 6.21 | 4.50 | 775.5 | **WEBER JUNCTION**<br>0.8 | Double track | 6.8 | | 9.49 | 1.09 | 2.44 | 11.53PM | 6.00 | | 3.30 |
| 141 P | 9.05 | 8.50 | | 3.00 | 10.41 | 5.02 | 12.27 | f 6.23 | f 4.52 | 776.3 | D WEST WEBER<br>5.2 | | 6.0 | | 9.45 | 1.05 | 2.41 | 11.50 | 5.55 | | 3.25 |
| P | | | | | | 5.14 | 12.39 | 6.31 | 5.00 | 781.5 | **CECIL JUNCTION**<br>D. & R. G. Crossing<br>0.8 | | 0.8 | | 9.38 | 12.58 | 2.33 | 11.43 | | | |
| Yard POFWT | **9.30AM** | 9.05PM | | 3.30PM | 10.55AM | s 5.20PM | s **12.45PM** | s 6.40AM | s 5.10AM | 782.3 | DNR **OGDEN** | | 0.0 | | **9.35AM** | **12.55PM** | 2.30PM | 11.40PM | 5.30AM | | 3.00PM |
| | Arrive Daily | Arrive Daily | Arrive Wednesday only | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (120.4) | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Tuesday only | Leave Daily |
| | (10.30)<br>11.46 | (5.55)<br>20.35 | (0.45)<br>23.68 | (10.00)<br>12.04 | (5.55)<br>20.35 | (3.55)<br>30.74 | (3.55)<br>30.74 | (4.30)<br>26.75 | (4.55)<br>24.47 | | ............Time over District............<br>..........Average speed per hour.......... | | | | (4.05)<br>25.40 | (3.25)<br>35.23 | (3.45)<br>32.16 | (4.35)<br>26.27 | (10.00)<br>12.04 | (1.00)<br>17.13 | (9.15)<br>13.01 |

**Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.**

**Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Lucin.**

## Eastward. FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO Westward.

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | | SECOND CLASS | | Distance from San Francisco | | Time Table No. 19<br>June 27, 1920 | Distance from Ogden | SECOND CLASS | |
|---|---|---|---|---|---|---|---|---|---|
| | | 206 | 182 | | | | | 181 | 205 |
| | | Mixed | Mixed | | | | | Mixed | Mixed |
| | | Leave Wed. only | Leave Mon., Wed., Thurs., Sat. | | | STATIONS | | Arrive Mon., Tues., Thurs., Sat. | Arrive Tuesday only |
| 124 | YWP | 9.50AM | | 679.4 | DNR | **LUCIN**<br>12.5 | 146.9 | | s 4.20PM |
| 56 | | f 10.30 | | 691.6 | | BOVINE<br>8.2 | 134.4 | | f 3.45 |
| 15 | P | f 11.05 | | 699.8 | | WATERCRESS<br>2.3 | 126.2 | | f 3.10 |
| 126 | | | | 702.1 | | TERRACE<br>10.7 | 123.9 | | |
| 38 | Y | f 11.40AM | | 712.8 | | MATLIN<br>9.8 | 113.2 | | f 2.35 |
| 43 | Y | f 12.10PM | | 722.6 | | OMBEY<br>4.7 | 103.4 | | f 2.05 |
| 51 | | f 12.25 | | 727.3 | | PEPLIN<br>6.8 | 98.7 | | f 1.45 |
| 106 | FPYW | s 12.50PM | 1.20PM | 734.1 | DR | **KELTON**<br>9.8 | 91.9 | s 12.50PM | 1.20PM |
| | | | | 743.9 | | NELLA (Spur)<br>4.7 | 82.1 | | |
| 48 | | | f 2.02 | 748.6 | | MONUMENT<br>2.9 | 77.4 | f 12.13 | |
| | P | | f 2.12 | 751.6 | D | KOSMO (Spur)<br>4.1 | 74.4 | f 12.05PM | |
| 49 | | | f 2.25 | 755.6 | | LAKE<br>9.4 | 70.4 | f 11.55AM | |
| 49 | W | | s 3.03 | 765.0 | | ROZEL<br>7.9 | 61.0 | s 11.30 | |
| 117 | P | | s 3.35 | 772.9 | | PROMONTORY<br>5.9 | 53.1 | s 11.10 | |
| 48 | | | f 3.55 | 778.8 | | SURBON<br>3.2 | 47.2 | f 10.48 | |
| 49 | P | | f 4.05 | 782.0 | D | LAMPO<br>2.4 | 44.0 | f 10.35 | |
| 93 | W | | f 4.15 | 784.1 | | BLUE CREEK<br>4.0 | 41.6 | f 10.25 | |
| 48 | | | f | 788.4 | | CONNOR<br>5.4 | 37.6 | f | |
| 49 | | | f | 793.8 | | BALFOUR<br>2.7 | 32.2 | f | |
| 17 | | | f | 796.5 | | DATHOL<br>1.6 | 29.5 | | |
| | | | | 798.1 | | STOKES (Spur)<br>3.2 | 27.9 | | |
| 61 | P | | s 5.25PM | 801.3 | DR | **CORINNE**<br>1.6 | 24.7 | 9.40AM | |
| | | | | 802.9 | | CORINNE JCT.<br>6.1 | 23.1 | | |
| | | | | 809.0 | | ENDA<br>7.2 | 17.0 | | |
| | | | | 816.2 | | BONNEVILLE<br>9.0 | 9.8 | | |
| | | | | 825.2 | | CECIL JCT.<br>0.8 | 0.8 | | |
| POFWT | | | | 826.0 | DNR | **OGDEN** | 0.0 | | |
| | | Arrive Wed. only | Arrive Mon., Wed., Thurs., Sat. | | | (146.9) | | Leave Mon., Tues., Thurs., Sat. | Leave Tuesday only |
| | | (3.00) | (4.05) | | | Time Over District | | (3.10) | (3.00) |
| | | 18.33 | 16.65 | | | Average speed per hour | | 21.22 | 18.33 |

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

Westward Trains are Superior to Trains of the same class in the Opposite Direction.

## FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO

### Eastward Tecoma Spur Westward

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | Distance from Tecoma | | Time Table No. 19<br>June 27, 1920<br>STATIONS | Distance from End of Track |
|---|---|---|---|---|
| 127 | 0.0 | D | **TECOMA**<br>4.2 | 4.3 |
| | 4.2 | | COPPER CO.'S TIPPLE<br>0.1 | 0.1 |
| | 4.3 | | **TUTTLE** | 0.0 |
| | | | (4.3) | |

## FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO

### Eastward Tulasco Branch Westward

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | | SECOND CLASS | Distance from San Francisco | | Time Table No. 19<br>June 27, 1920 | Distance from Metropolis | SECOND CLASS |
|---|---|---|---|---|---|---|---|
| | | 188 | | | | | 187 |
| | | Local Freight | | | | | Local Freight |
| | | Leave Thurs. | | | STATIONS | | Arrive Thurs. |
| 27 | Y | 11.45AM | 607.1 | R | **METROPOLIS**<br>8.0 | 0.0 | 11.30AM |
| 164 | | 12.01PM | 599.1 | R | **TULASCO** | 8.0 | 11.15AM |
| | | Arrive Thurs. | | | (8.0) | | Leave Thurs. |
| | | (0.16) | | | Time over District | | (0.15) |
| | | 30.00 | | | Average Speed per hour | | 32.00 |

## FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

### Nevada & California Branch

Eastward — Westward

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | SECOND CLASS | FIRST CLASS | | Distance from San Francisco | | Time Table No. 19 | Distance from Mina | FIRST CLASS | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 194 | 190 | | 24 | | | June 27, 1920 | | 123 | 189 | 193 |
| | Local Freight | Mixed | | Tonopah Express | | | | | Tonopah Express | Mixed | Local Freight |
| | Leave Monday, Wed. and Fri. | Lv. Daily | | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Tuesday, Thurs. and Sat. |
| TYWFP 161 | 8.00AM | | | 9.25PM | 288.1 | DNR | **HAZEN**<br>4.8 | 128.9 | s 4.20PM | | 3.15PM |
| 105 | 8.20 | | | f 9.37 | 292.9 | | BANGO<br>2.3 | 124.1 | f 4.05 | | 2.40 |
| | | | | f 9.43 | 295.2 | | LAHONTAN (Spur)<br>2.7 | 121.8 | f 3.59 | | |
| 51 | 8.45 | | | f 9.47 | 297.9 | | RUGBY<br>4.6 | 119.1 | f 3.55 | | 2.20 |
| 103 | 9.05 | | | f 9.58 | 302.5 | | HAWES<br>4.5 | 114.5 | f 3.45 | | 2.05 |
| 51 W | 9.17 | | | f 10.08 | 307.0 | | APACHE<br>5.5 | 110.0 | f 3.35 | | 1.40 |
| 51 | 9.37 | | | f 10.19 | 312.5 | | PAWNEE<br>1.3 | 104.5 | f 3.23 | | 1.10 |
| 20 | | | | | 313.8 | | WEEKS<br>2.6 | 103.2 | | | |
| P71 FY | 9.55 | 12.40PM | | s 10.30 | 316.4 | DR | **CHURCHILL**<br>11.4 | 100.6 | s 3.15 | s 2.30PM | 12.40 |
| | | | | | 327.8 | | N. C. B. CROSSING<br>0.2 | 89.2 | | | |
| 129 PYW | 10.35 | s 1.05PM | | s 11.00 | 328.0 | DR | **WABUSKA**<br>3.9 | 89.0 | s 2.50 | 2.00PM | 12.05PM |
| | | | | | 331.9 | | LUX (Spur)<br>2.7 | 85.1 | | | |
| 31 | 10.55 | | | f 11.15 | 334.6 | | MOQUIST<br>9.1 | 82.4 | f 2.34 | | 10.55AM |
| 33 P | 11.20 | | | f 11.30 | 343.7 | | RIO VISTA<br>4.0 | 73.3 | f 2.21 | | 10.33 |
| 38 | 11.45AM | | | f 11.40 | 347.7 | | RESERVATION<br>6.5 | 69.3 | f 2.14 | | 10.20 |
| 63 W | 12.30PM | | | s 11.55PM | 354.2 | D | SCHURZ<br>7.2 | 62.8 | s 2.00 | | 10.00 |
| 45 | 12.55 | | | f 12.09AM | 361.4 | | STUCKEY<br>5.9 | 55.6 | f 1.43 | | 9.25 |
| 31 P | 1.32 | | | f 12.20 | 367.3 | | GILLIS<br>2.0 | 49.7 | f 1.32 | | 9.10 |
| P | | | | s | 369.3 | | NOLAN (Spur)<br>7.3 | 47.7 | s | | |
| 40 P | 2.00 | | | f 12.42 | 376.6 | | MAGNUS<br>2.2 | 40.4 | f 1.15 | | 8.45 |
| | | | | | 378.8 | | WALKER (Spur)<br>5.6 | 38.2 | | | |
| 87 | 2.35 | | | s 1.10 | 384.4 | D | THORNE<br>5.0 | 32.6 | s 1.00 | | 8.25 |
| 52 | 2.55 | | | f 1.23 | 389.4 | | DOVER<br>4.6 | 27.6 | f 12.48 | | 8.05 |
| 42 | 3.20 | | | f 1.35 | 394.0 | | KINKEAD<br>3.6 | 23.0 | f 12.40 | | 7.50 |
| W | | | | f | 397.6 | | ACME TANK (No Siding)<br>3.5 | 19.4 | f | | |
| 38 P | 3.45 | | | f 1.50 | 401.1 | | ACME<br>7.1 | 15.9 | f 12.30 | | 7.25 |
| 32 | 4.45 | | | s 2.10 | 408.2 | D | LUNING<br>8.8 | 8.8 | s 12.20 | | 7.00 |
| Yard PFOWY | 5.30PM | | | s 2.30AM | 417.0 | DR | **MINA** | 0.0 | 12.05PM | | 6.30AM |
| | Arrive Monday Wed. and Fri. | Ar. Daily | | Arrive Daily | | | (128.9) | | Leave Daily | Leave Daily | Leave Tuesday, Thurs. and Sat. |
| | (9.30)<br>13.57 | (0.25)<br>27.84 | | (5.05)<br>25.35 | | | Time over District<br>Average Speed per Hour | | (4.15)<br>30.33 | (0.30)<br>23.20 | (8.45)<br>14.73 |

## FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

### Nevada & California Branch (Narrow Gauge)

Eastward — Westward

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | SECOND CLASS | | FIRST CLASS | Distance from San Francisco | | Time Table No. 19 | | Distance from Keeler | FIRST CLASS | | SECOND CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 196 | 192 | 24 | | | June 27, 1920 | | | 123 | | 191 | 195 |
| | Mixed | Mixed | T. & G. Tonopah Express | | | | | | T. & G. Tonopah Express | | Mixed | Mixed |
| | Lv. Sunday only | Leave Daily Ex. Sunday | Leave Daily | | | STATIONS | | | Arrive Daily | | Arrive Daily Ex. Sunday | Arrive Sunday only |
| Yard PFOWY | | 7.30AM | 3.10AM | 417.0 | DR | **MINA**<br>3.5 | Joint Track Three Rails | 159.5 | s 11.45AM | | s 7.15PM | |
| | | f 7.40 | f 3.25 | 420.5 | | SODAVILLE (Spur)<br>4.5 | | 156.0 | f 11.30 | | f 7.03 | |
| | | f | f | 425.0 | | RHODES (Spur)<br>1.0 | | 151.5 | f | | f | |
| | | s 8.00 | s 3.40AM | 426.0 | DR | **TONOPAH JCT.**<br>6.4 | | 150.5 | 11.15AM | | s 6.45 | |
| 28 PW | | f 8.35 | | 432.4 | | BELLEVILLE<br>3.0 | | 144.1 | | | f 6.05 | |
| Y | | f 8.45 | | 435.4 | | **FILBEN**<br>3.3 | | 141.1 | | | f 5.50 | |
| | | f | | 438.7 | | LITTLE SUMMIT (Spur)<br>6.1 | | 137.8 | | | f | |
| | | | | 444.8 | | RAYDEL (Spur)<br>5.6 | | 131.7 | | | | |
| 26 PW | | f 9.50 | | 450.4 | | BASALT<br>7.7 | | 126.1 | | | f 4.55 | |
| 32 PY | | s 10.30 | | 458.1 | D | MT. MONTGOMERY<br>8.6 | | 118.4 | | | s 4.25 | |
| 20 PW | | s 11.10 | | 466.7 | | QUEEN<br>2.1 | | 109.8 | | | s 3.35 | |
| | | | | 468.8 | | STATE LINE<br>7.2 | | 107.7 | | | | |
| 32 P | | f 11.42AM | | 476.0 | D | BENTON<br>11.0 | | 100.5 | | | f 2.55 | |
| 15 YPW | | f 12.20PM | | 487.0 | | HAMMIL<br>2.4 | | 89.5 | | | f 2.20 | |
| | | f | | 489.4 | | DEHY (Spur)<br>1.9 | | 87.1 | | | f | |
| | | f 12.30 | | 491.3 | | SHEALY (Spur)<br>7.8 | | 85.2 | | | f 2.05 | |
| 21 P | | f 12.55 | | 499.1 | | CHALFANT<br>7.7 | | 77.4 | | | f 1.43 | |
| 61 PFTW | 3.20PM | ¶ 1.20<br>2.15 | | 506.8 | DR | **LAWS**<br>2.8 | | 69.7 | | | ¶ 1.25<br>12.45 | s 12.45PM |
| | f | f | | 509.6 | | POLITA (No Siding)<br>2.1 | | 66.9 | | | f | f |
| 7 | f 3.35 | f 2.30 | | 511.7 | | BIGELOW<br>4.4 | | 64.8 | | | f 12.22 | f 12.22 |
| 11 | f 3.50 | f 2.45 | | 516.1 | | BLACK CANYON<br>6.6 | | 60.4 | | | f 12.07PM | f 12.07PM |
| 19 P | s 4.12 | s 3.05 | | 522.7 | D | ZURICH<br>2.8 | | 53.8 | | | s 11.47AM | s 11.47AM |
| 12 | f 4.19 | f 3.15 | | 525.5 | | MONOLA<br>3.9 | | 51.0 | | | f 11.30 | f 11.30 |
| 6 | f 4.30 | f 3.30 | | 529.4 | | ELNA<br>6.8 | | 47.1 | | | f 11.20 | f 11.20 |
| 21 PW | f 4.50 | f 3.55 | | 536.2 | | ABERDEEN<br>14.1 | | 40.8 | | | f 10.58 | f 10.58 |
| 21 PW | s 5.30 | s 4.32 | | 550.3 | D | KEARSARGE<br>4.9 | | 26.2 | | | s 10.15 | s 10.15 |
| 11 | f 5.45 | f 4.50 | | 555.2 | | MANZANAR<br>4.6 | | 21.3 | | | f 10.08 | f 10.08 |
| 54 TP | s 6.00 | s 5.10 | | 559.8 | D | **OWENYO**<br>3.9 | | 16.7 | | | s 9.50 | s 9.50 |
| 20 P | f 6.12 | f 5.24 | | 563.7 | | MT. WHITNEY<br>5.0 | | 12.8 | | | f 9.18 | f 9.38 |
| | f | f | | 568.7 | | ALICO (Spur)<br>2.7 | | 7.8 | | | f | f |
| | f | f | | 571.4 | | MOCK (Spur)<br>0.8 | | 5.1 | | | f | f |
| 11 | f 6.38 | f 5.50 | | 572.2 | | TRAMWAY<br>4.3 | | 4.3 | | | f 8.50 | f 9.12 |
| 50 WY | s 6.50PM | s 6.10PM | | 576.5 | DR | **KEELER** | | 0.0 | | | 8.35AM | 9.00AM |
| | Ar. Sunday only | Arrive Daily Ex. Sunday | Arrive Daily | | | (159.5) | | | Leave Daily | | Leave Daily Ex. Sunday | Leave Sunday only |
| | (3.30)<br>19.91 | (10.40)<br>15.95 | (0.30)<br>18.00 | | | Time over District<br>Average Speed per Hour | | | (0.30)<br>18.00 | | (10.40)<br>15.95 | (3.45)<br>18.58 |

**Westward Trains are Superior to Trains of the Same Class in Opposite Direction.**

## FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Nevada & California Branch — Westward

Time Table No. 19

June 27, 1920

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | | SECOND CLASS<br>190<br>Mixed<br>Leave Daily | Distance from San Francisco | | STATIONS | Distance from Churchill | THIRD CLASS<br>189<br>Mixed<br>Arrive Daily |
|---|---|---|---|---|---|---|---|
| Yard | PT | 10.45AM | 342.4 | DR | **MOUND HOUSE**<br>3.4 | 26.0 | s 5.00PM |
| | | | 339.0 | | GOLDY (Spur)<br>2.6 | 22.6 | |
| 20 | W | s 11.15AM | 336.4 | D | DAYTON<br>2.3 | 20.0 | s 4.35 |
| | | | 334.1 | | RANDALL (Spur)<br>3.9 | 17.7 | |
| | | f | 330.2 | | CANTY (Spur)<br>2.8 | 13.8 | f |
| | | f | 327.4 | | SPUR A (Spur)<br>2.6 | 11.0 | f |
| | | f 12.01PM | 324.8 | | CLIFTON (Spur)<br>2.5 | 8.4 | f 3.50 |
| | | f | 322.3 | | LYON (Spur)<br>1.6 | 5.9 | f |
| | | f | 320.7 | | TUGELA (Spur)<br>4.3 | 4.3 | f |
| 71 | PFY | s 12.35PM | 316.4 | DR | **CHURCHILL** | 0.0 | 3.15PM |
| | | Arrive Daily | | | (26.0) | | Leave Daily |
| | | (1.50) | | | Time Over District | | (1.45) |
| | | 14.18 | | | Average Speed per Hour | | 14.82 |

## FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Candelaria Spur (Narrow Gauge). — Westward

Time Table No. 19

June 27, 1920

| | Distance from Filben | STATIONS | Distance from Candelaria |
|---|---|---|---|
| Y | 0.0 | **FILBEN**<br>5.5 | 5.5 |
| P | 5.5 | **CANDELARIA** | 0.0 |

## FROM SAN FRANCISCO—Sparks Sub-Division —TOWARD SAN FRANCISCO

Eastward — Fallon Branch — Westward

Time Table No. 19

June 27, 1920

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | | SECOND CLASS<br>202<br>Mixed<br>Leave Daily | Distance from San Francisco | | STATIONS | Distance from Fallon | THIRD CLASS<br>201<br>Mixed<br>Arrive Daily |
|---|---|---|---|---|---|---|---|
| 161 | PTFWY | 10.43AM | 288.1 | DNR | **HAZEN**<br>5.4 | 15.8 | s 4.22PM |
| 59 | | f 11.05 | 293.5 | | MAHALA<br>4.6 | 10.4 | f 4.00 |
| 61 | | f 11.25 | 298.1 | | MIRAGE<br>5.8 | 5.8 | f 3.40 |
| Yard | PWY | s 11.45AM | 303.9 | DR | **FALLON** | 0.0 | 3.20PM |
| | | Arrive Daily | | | (15.8) | | Leave Daily |
| | | (1.02) | | | Time Over District | | (1.02) |
| | | 15.00 | | | Average Speed per Hour | | 15.00 |

## FROM SAN FRANCISCO — TOWARD SAN FRANCISCO

Eastward — Susanville Sub-Division — Westward

Time Table No. 19

June 27, 1920

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | | SECOND CLASS<br>198<br>Freight<br>Leave Daily Ex. Sunday | SECOND CLASS<br>184<br>Local Freight<br>Leave Daily Ex. Sunday | FIRST CLASS<br>28<br>Hazen-Westwood Passenger<br>Leave Daily | Distance from San Francisco | | STATIONS | Distance from Westwood | FIRST CLASS<br>27<br>Westwood-Hazen Passenger<br>Arrive Daily | SECOND CLASS<br>183<br>Local Freight<br>Arrive Daily Ex. Sunday | THIRD CLASS<br>197<br>Freight<br>Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 244 | PY | | 7.30AM | 9.50AM | 276.1 | DNR | **FERNLEY**<br>2.0 | 135.2 | s 5.00PM | 2.30PM | |
| | W | | 7.50 | s 9.58 | 278.1 | D | WADSWORTH<br>3.1 | 133.2 | s 4.53 | 2.20 | |
| 63 | Y | | 8.00 | f 10.04 | 281.2 | | DODGE<br>9.3 | 130.1 | f 4.43 | 2.00 | |
| 64 | | | 8.20 | f 10.23 | 290.5 | | NUMANA<br>5.0 | 120.8 | f 4.25 | 1.40 | |
| 22 | | | 8.35 | f 10.33 | 295.5 | | LIBBY<br>3.9 | 115.8 | f 4.12 | 1.20 | |
| 66 | | | 8.42 | f 10.41 | 299.4 | | HESLIP<br>5.4 | 111.9 | f 4.04 | 1.05 | |
| | | | | | 304.8 | | ROMOLO (Spur)<br>3.4 | 106.5 | | | |
| 97 | W | | 9.05 | f 10.58 | 308.2 | | SUTCLIFFE<br>8.4 | 103.1 | f 3.45 | 12.30 | |
| 65 | | | 9.28 | f 11.15 | 316.6 | | BRISTOL<br>5.2 | 94.7 | f 3.27 | 12.10PM | |
| 34 | W | | 9.45 | f 11.26 | 321.8 | | BIG CANYON<br>4.3 | 89.5 | f 3.15 | 11.47AM | |
| 64 | | | 10.00 | f 11.35 | 326.1 | | ZENOBIA<br>6.7 | 85.2 | f 3.05 | 11.35 | |
| 65 | | | 10.30 | f 11.48 | 332.8 | | ASTOR<br>2.8 | 78.5 | f 2.52 | 11.05 | |
| 64 | | | 10.50 | f 11.53 | 335.6 | | EASTON<br>0.8 | 75.7 | f 2.47 | 10.50 | |
| | I | | 10.55 | f 11.55AM | 336.4 | D | **FLANIGAN**<br>W. P. Crossing<br>8.8 | 74.9 | f 2.45 | 10.45 | |
| 88 | | | 11.30 | f 12.10PM | 345.2 | | STACY<br>9.6 | 66.1 | f 2.31 | 10.20 | |
| 109 | | | 11.55AM | f 12.30 | 354.8 | | AMEDEE<br>3.9 | 56.5 | f 2.16 | 9.55 | |
| 76 | PW | | 12.45PM | s 12.45 | 358.7 | D | **WENDEL**<br>N. C. O. Crossing<br>2.9 | 52.6 | s 2.10 | 9.30 | |
| | | | | f | 361.6 | | ANTOLA (No Siding)<br>5.5 | 49.7 | f | | |
| 128 | | | 1.50 | s 1.08 | 367.1 | D | LITCHFIELD<br>7.8 | 44.2 | s 1.50 | 8.50 | |
| 138 | | | 2.15 | f 1.35 | 374.9 | | LEAVITT<br>4.8 | 36.4 | f 1.35 | 8.20 | |
| | | | | | 379.7 | | GEIGER (Spur)<br>1.7 | 31.6 | | | |
| Yard | PYFW | 7.30AM | 2.30PM | 1.46 | 381.4 | | SUSANYARD<br>0.5 | 29.9 | 1.15 | 8.00AM | 1.05PM |
| 20 | P | 7.33 | | s 1.55 | 381.9 | DR | **SUSANVILLE**<br>8.2 | 29.4 | s 1.10 | | 1.00 |
| 69 | | 8.10 | | f 2.20 | 390.1 | | BUNNEL<br>4.7 | 21.2 | f 12.45 | | 12.30 |
| 64 | W | 8.35 | | f 2.35 | 394.8 | | GOUMAZ<br>2.5 | 16.5 | f 12.27 | | 12.01PM |
| | | | | f | 397.3 | | WHEATON (Spur)<br>2.8 | 14.0 | f | | |
| 71 | Y | 9.05 | | f 2.48 | 400.1 | | WESTWOOD JCT.<br>6.5 | 11.2 | f 12.10PM | | 11.40AM |
| 64 | | 9.30 | | f 3.02 | 406.6 | | FACHT<br>3.5 | 4.7 | f 11.56AM | | 11.20 |
| 65 | | 9.45 | | f 3.10 | 410.1 | | CONMAN<br>1.2 | 1.2 | f 11.48 | | 11.05 |
| Yard | PWY | 10.00AM | | s 3.15PM | 411.3 | DR | **WESTWOOD** | 0.0 | 11.45AM | | 11.00AM |
| | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | | | 135.2 | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | | (2.30) | (7.00) | (5.25) | | | Time Over District | | (5.15) | (6.30) | (2.05) |
| | | 11.96 | 16.47 | 24.95 | | | Average Speed per Hour | | 25.78 | 17.63 | 14.35 |

**Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.**

# SPECIAL INSTRUCTIONS

## EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND, THIRD AND FOURTH CLASS TRAINS, AND THIRD CLASS TRAINS MAY RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

### STANDARD CLOCKS.

Sparks.
Hazen.
Imlay.
Mound House.
Carlin.
Wells.
Montello.
Ogden. (Telegraph Office and Office of Roundhouse Foreman)
Mina.
Keeler.
Susanville.
Westwood.

### WATCH INSPECTORS.

W. R. Adams ........ West of Imlay.
J. S. Lewis & Co. ........ Imlay and east.

### BULLETIN BOARDS.

Sparks.
Hazen.
Imlay.
Carlin.
Wells.
Montello.
Ogden.
Mound House.
Mina.
Keeler.
Susanville.
Westwood.

### CLEARANCES.

**1. Rule 83-A will not apply at initial stations not a telegraph office or at initial stations where the office is closed for the day or night.**

**2. Trains must obtain clearance card (Form 2643) before leaving Hazen and** Susanville, or Lucin on Promontory Branch.

### REGISTERING.

3. Nos. 127, 128, 185 and 186 will register at Fernley.

**4. At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.**

5. Westward trains will leave registering ticket, Form 2642, with operator at Lucin, who will register for them. Westward trains (except extras) will leave registering ticket, Form 2642, with operator at Rose Creek, who will register for them. Extra trains will not register at Rose Creek. Eastward trains will leave registering ticket, Form 2642, with operator Oreana, who will register for them. Eastward trains will not register at Lucin or Rose Creek except when run over westward track, and westward trains will not register at Oreana except when run over eastward track; but this does not relieve them from checking register at Rose Creek and Lucin when required by the rules. Trains required to register will stop and register when above offices are closed.

### TRAIN AND AIR INSPECTION.

**6. Running inspection must be made of all passenger equipment when pulling out of sidings, when passing to double track, Oreana and Lakeside, and to single track, Rose Creek, Engle and Weber Jct.**

7. Eastward freight trains will approach under control and will stop at Ditho, Clark or Thisbe, Hawes or Apache and Tioga, and westward freight and mixed trains at Cluro, Beowawe or Ladoga, Bunnel, Litchfield and Elburz or Halleck for trainmen to examine their trains. Also at Fernley on freight and mixed trains originating at Hazen. All Eastward freights stop at either Lucin or Pigeon for inspection. Should train have reason to stop at Lucin, inspection may be made at that point. Otherwise it will be made at Pigeon. After a continuous run of thirty (30) miles, freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

7-A. Engines running light on descending grades of over one and one-half (1½) per cent will make the same stops for inspection as are made by freight trains on such grades. These stops need not be of the same length as required of freight trains, but should be sufficiently long for enginemen to satisfy themselves that tires and machinery are all right.

This practice will guard against slipping of tires on heavy grades.

8. In addition to tests at initial stations, air brakes on all trains must be tested from rear of trains after brake pipe has been separated from any cause, and must be tested from rear of train before leaving Mt. Montgomery and Westwood Junction and on all eastward freight trains at Valley Pass, and on westward freight trains at Moor.

9. On grade between Mound House and Dayton eighty (80) M's per operative brake will be the maximum load allowable on train. On grade between Tonopah Junction and Mt. Montgomery and between Queen and Mt. Montgomery maximum load will be forty (40) M's per operative brake. On grade between Moor and Wells, Valley Pass and Montello, Westwood Junction and Westwood and Westwood Junction and Susanville, maximum load allowable will be one hundred and fifty (150) M's per operative brake.

10. Freight and mixed trains must use retainers, Moor to Wells, and Valley Pass to Montello, Promontory to Blue Creek, Promontory to Lake, from (M-P 708) to Terrace, from (M-P 708) to Matlin, Wheaton Spur to two miles east of Susanville, Mt. Montgomery to Hammil, Mt. Montgomery to Tonopah Junction, Candelaria to Filben, Moundhouse to Dayton, Gartney Hill 45 cars or more. Retainers must be changed frequently by trainmen descending these grades to allow wheels to cool.

### USE OF ''19'' FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between Sparks and Ogden, the note under Rule 211 is modified as follows:

Form ''19'' train order may be issued to restrict the superiority of a train, except that Form ''31'' must be used:

When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
When issuing an order Form ''G,'' Example 3.
When giving any train right over all trains.
When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following ''Signal is out for.'' Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a ''19'' order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 251 is amended to read as follows: In transmitting train orders by telephone, the names of stations must be plainly pronounced, and then spelled letter by letter, thus: ''Aurora, A-u-r-o-r-a''; all numerals must first be pronounced and then followed by spelling, thus: ''1-0-5, O-n-e N-a-u-g-h-t F-i-v-e.'' The train dispatcher must write the order as he transmits it and underscore it as it is being repeated. The letters duplicating names of stations and numerals will not be written in the order book nor upon train orders.

### AUTOMATIC SIGNALS.

11. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On **SINGLE TRACK.** Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On **DOUBLE TRACK.** A train may proceed immediately, running under control not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

11-A. On **DOUBLE TRACK** when using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

11-C. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

11-D. When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

11-E. When a train which is to take siding at meeting or passing point, or is to enter terminal yard, finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

11-F. When the number plate of a home block signal is reversed, showing ''yellow,'' and signal indicates ''Stop,'' train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

11-G. When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

11-H. Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

12. Within block signal limits that portion of rules 86 and D-86 reading ''but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown'' is cancelled.

### SPECIAL RULES GOVERNING MOVEMENT OF SOUTHERN PACIFIC TRAINS OVER EUREKA NEVADA RAILWAY AT PALISADE.

Derails in Eureka Nevada Railway track on each side of points where Southern Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with semi-automatic signals on Southern Pacific Railroad.

Westward trains approaching crossing on east side of Tunnel 1 will be governed by distant signal No. 5263 at east end of Palisade siding and home INTERLOCKING signal No. 5255 located just east of the east crossing. Eastward trains will be governed by distant signal No. 5248 and home INTERLOCKING signal No. 5252, both west of west crossing, and home INTERLOCKING signal No. 5254, west of east crossing. Trains stopped by these interlocking home signals will not proceed until it has been ascertained that derails on Eureka Nevada Railway are set to derail trains and may then proceed, being governed by Rule 504.

Trains will not exceed ten (10) miles per hour over any crossing of the Eureka Nevada Railway.

### LOCATION OF OVERHEAD STRUCTURES.

| M. P. | Description | No. | Over | East of |
|---|---|---|---|---|
| 249.84 | Bridge | 5 | Truckee River | Vista |
| 251.00 | Bridge | 6 | Truckee River | Vista |
| 258.07 | Bridge | 7 | Truckee River | Ditho |
| 262.51 | Bridge | 8 | Truckee River | Clark |
| 264.48 | Bridge | 9 | Truckee River | Clark |
| 264.70 | Bridge | 10 | Truckee River | Clark |
| 268.25 | Bridge | 11 | Truckee River | Thisbe |
| 268.69 | Bridge | 12 | Truckee River | Thisbe |
| 269.44 | Bridge | 13 | Truckee River | Derby |
| 344.32 | Overhead Crossing | | | Lovelock |
| 436.16 | Bridge | 2 | Humboldt River | Golconda |
| 441.53 | Bridge | 3 | Humboldt River | Preble |
| 518.32 | Bridge | 4 | Humboldt River | Harney |
| 518.54 | Bridge | 5 | Humboldt River | Harney |
| 519.18 | Bridge | 7 | Humboldt River | Harney |
| 519.70 | Bridge | 8 | Humboldt River | Harney |
| 520.16 | Bridge | 9 | Humboldt River | Harney |
| 520.56 | Bridge | 10 | Humboldt River | Barth |
| 520.92 | Bridge | 11 | Humboldt River | Barth |
| 522.07 | Bridge | 12 | Humboldt River | Gerald |
| 522.35 | Bridge | 13 | Humboldt River | Gerald |
| 523.09 | W. P. Crossing | | S. P. Track | Gerald |
| 523.34 | Bridge | 14 | Humboldt River | Gerald |
| 525.15 | Bridge | 15 | Humboldt River | Gerald |
| 525.20 | Tunnel | 1 | | Gerald |
| 525.42 | Bridge | 16 | Humboldt River | Gerald |
| 538.23 | Bridge | 17 | Humboldt River | Vivian |
| 538.92 | Bridge | 18 | Humboldt River | Vivian |
| 539.47 | Bridge | 19 | Humboldt River | Vivian |
| 539.54 | Tunnel | 2 | | Vivian |
| 539.93 | Bridge | 20 | Humboldt River | Vivian |
| 540.89 | Bridge | 21 | Humboldt River | Tonka |
| 541.16 | Bridge | 22 | Humboldt River | Tonka |
| 541.64 | Bridge | 23 | Humboldt River | Tonka |
| 542.45 | Bridge | 24 | Humboldt River | Tonka |
| 566.55 | Tunnel | 3 | | Osino |
| 567.19 | Bridge | 25 | Humboldt River | Osino |
| 568.26 | Bridge | 26 | Humboldt River | Ryndon |
| 568.68 | Tunnel | 4 | | Ryndon |
| 569.85 | Bridge | 27 | Humboldt River | Ryndon |
| 570.36 | Bridge | 28 | Humboldt River | Ryndon |
| 570.57 | Tunnel | 5 | | Ryndon |
| 774.24 | Bridge | 1 | Weber River | Reese |
| 778.49 | Bridge | 2 | Weber River | West Weber |
| 460.56 | Tunnel | | | Mt. Montgomery, N. & C. Br. |
| 302.80 | Bridge | | Carson River | Fallon Branch |
| 302.50 | Bridge | | Government Canal | Fallon Branch |
| 277.90 | Bridge | | Truckee River | Fernley, Fernley-Lassen Br. |
| 386.70 | Tunnel | 1 | | Susanville |
| 387.00 | Tunnel | 2 | | Susanville |

## SPEED RESTRICTIONS.

13. **Speed of passenger trains must not exceed 50 miles per hour at any point.**

14. **Speed of freight and mixed trains must not exceed 35 miles per hour at any point.**

15. **Maximum speed of Consolidated and Mikado engines running light 35 miles per hour, Mogul engines 40 miles per hour, passenger engines 50 miles per hour** and yard engines 20 miles per hour. Consolidated, Mikado, Mogul and 2-10-2 type engines when used on passenger trains must not exceed speed of 40 miles per hour. Maximum speed of any locomotive running backward will be on main line 25 miles per hour, on branch lines 15 miles per hour.

16. All trains will reduce speed to 10 miles per hour when using cross-overs or turnouts.

17. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

18. When a train or a portion of a train takes siding it must pull into clear and not stop foul of the main track to allow the brakeman to get on after closing the switch.

21. Trains must run under control through tunnel 3 miles east of Mt. Montgomery and through tunnels 1 and 2 between Susanville and Bunnel.

23. Passenger and freight trains will observe speed as indicated on Slow Boards at different points.

24. Reduce speed to 15 miles per hour through Elko, Battle Mountain, Winnemucca and Lovelock.

25. Helper engines will not exceed 20 miles per hour Valley Pass to Montello or Moor to Wells.

27. Trains must reduce speed to 10 miles per hour between 21st and 28th Streets Ogden Yard.

28. When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, not exceeding 6 miles per hour for a distance of one-half mile, before resuming full speed.

29. On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

29-a. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour, or rate of speed specified by bulletins, train orders or slow boards.

29-b. When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop and be preceded by a flagman for a distance of at least one-half mile.

The following speed restrictions (unless otherwise specified) apply in both directions between the points named. The speed as indicated for freight trains also applies to mixed trains.

| Between | Passenger Miles per Hour | Freight Miles per Hour |
|---|---|---|
| One mile West of Little Mountain and Bear River Bridge.. | 30 | 20 |
| Over Bear River Bridge.......... | 20 | 12 |
| Bear River Bridge and East Switch Promontory Point.... | 30 | 20 |
| West Switch Saline and East end Great Salt Lake Trestle.. | 30 | 20 |
| East end and West end Great Salt Lake Trestle.......... | 20 | 12 |
| West end Great Salt Lake Trestle and Lakeside.......... | 30 | 20 |
| West Switch Tioga and East Switch Cobre.......... | 40 | 20 |
| Montello and West Switch Tioga.......... | ........ | 20 |
| East Switch Cobre and Valley Pass.......... | ........ | 20 |
| Tecoma and Lucin (on Eastward Track only).......... | 40 | 20 |
| West Switch Moor and Wells.......... | 40 | 20 |
| Three Miles West of Tyrol and Palisade.......... | 35 | 25 |
| Hazen and Mina.......... | 40 | 30 |
| Churchill and Mound House.......... | 20 | 15 |
| Fallon Branch.......... | 20 | 15 |
| Mina and Tonopah Junction.......... | 40 | 30 |
| Tonopah Junction and Queen.......... | 15 | 15 |
| Queen and Hammil.......... | 25 | 25 |
| Hammil and Keeler.......... | 30 | 30 |
| Filben and Candelaria.......... | 15 | 15 |
| Lucin and Kelton.......... | 20 | 20 |
| Kelton and Corinne.......... | 25 | 25 |
| Fernley and Susanville.......... | 40 | 30 |
| Susanville and Westwood Junction.......... | 25 | 15 |
| Westwood Junction and Westwood.......... | 35 | 20 |
| All Tunnels (Main Line) .......... | 30 | 15 |

## JUNCTION SWITCHES.

30. Switch at end of double track at Oreana will be set for westward track.

31. Switch at end of double track at Rose Creek will be set for westward track.

32. Switches at end of double track, Lakeside and Engle, will be set for westward track.

33. Switches at end of double track, Montello and Lucin, will be set for eastward track.

34. Switch at Cecil Junction will be set for westward track.

35. Switch at Weber Junction will be set for eastward track.

36. Switch at Tonopah Junction will be set for narrow gauge track.

## MISCELLANEOUS.

37. In order to avoid blocking westward train at intermediate between Weso and Winnemucca, eastward train, when holding meet at Winnemucca must stop **west of Bridge St. crossing** and not open any switches east of this crossing until opposing train has passed intermediate signal 4185 east of Winnemucca.

39. Center trailing point siding at Rye Patch, Humboldt, Cosgrave, West Weber.

40. Trailing point cross-over (no siding) at Mill City.

41. When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train. If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in. Train dispatchers will see that this is done.

42. **Additional Communicating Signals:**

(j) oooooo When running increase train heat.

(k) ——— When running look back for hand signal.

44. Passengers will not be carried on freight trains except persons in charge of live stock and employees holding passes endorsed, "Good on freight trains."

45. **Enginemen will sound steam whistle, as provided in Rule 14 (L), approaching tunnels, and where view is obstructed.**

47. Attention of all employes is directed to list of overhead structures on Page 10 and trainmen are notified that it is dangerous to stand on high cars in passing through them.

48. Telephones are placed in some non-telegraph stations and cabooses to enable trainmen to get orders. When a train arrives at one of these stations expecting to meet or be passed by another train, the conductor must, unless the train is there, immediately call up the telegraph office and ascertain if any further orders. If so, conductor will receive and repeat orders in the same manner as an operator, and as provided in Rules 201 to 256 inclusive. The lowest copy must be deposited in box provided in booth for that purpose.

49. **Engines on freight trains of 20 cars or over must in all cases be cut off before taking water and fuel, except on grades.**

50. That part of third paragraph of Rule 221-A of "Rules and Regulations of the Transportation Department" reading, "But trainmen will re-light the signal," is cancelled.

## MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All Locomotives, with the following exceptions are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

| Class of Locomotive | Engine Numbers | Maximum Speed in Miles per Hour | Maximum Wheel Pressure |
|---|---|---|---|
| A-1 | 3000 to 3009.......... | 63 | 45120 lbs. |
| MC-1 | 4000 and 4001.......... | 53 | 42760 " |
| MC-2 | 4002 to 4016.......... | 53 | 42760 " |
| MC-4 | 4017 to 4028.......... | 53 | 43130 " |
| MC-6 | 4029 to 4043.......... | 53 | 43230 " |
| MC-6 | 4044 to 4048.......... | 53 | 42680 " |
| MK-2 | 3200 to 3202, 3205, 3206, 3210, 3211.......... | 49 | 46140 " |
| MK-4 | 3216 to 3230, 3232 to 3235.......... | 49 | 45560 " |
| MM-2 | 4200 to 4211.......... | 56 | 46300 " |
| T-6 | 2187, 2190, 2194, 2200, 2203, 2204, 2205...... | 50 | 22740 " |
| T-6 | 2197, 2208.......... | 45 | 24110 " |
| T-28 | 2311 to 2314, 2316, 2317, 2320, 2323, 2325,<br>2327, 2328, 2330, 2342, 2343, 2352.......... | 54 | 46220 " |
| TW-2 | 2946, 2948 to 2953.......... | 43 | 25860 " |
| TW-4 | 2926 to 2931.......... | 44 | 26000 " |

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for the information of engineers, and must not be construed in any way to authorize exceeding speed limits specified in speed restriction table.

## LIST OF SURGEONS.

| NAME | LOCATION | DISTRICT |
|---|---|---|
| Dr. F. K. Ainsworth, Chief Surgeon | San Francisco | All. |
| Dr. R. S. Joyce, Division Surgeon | Ogden, Utah | Ogden to Lucin. |
| Dr. J. R. Morrell, Assistant Surgeon | Ogden, Utah | Ogden to Lucin. |
| Dr. A. A. Browning, Oculist and Aurist | Ogden, Utah | All. |
| Dr. Geo. M. Fister, Emergency Surgeon | Brigham City, Utah |  |
| Dr. H. A. Paradis, District Surgeon | Montello, Nev | Lucin to Cobre. |
| Dr. A. C. Olmsted, District Surgeon | Wells, Nev | Cobre to Deeth. |
| Dr. A. J. Hood, District Surgeon | Elko, Nev | Deeth to Moleen. |
| Dr. M. J. Rand, District Surgeon | Elko, Nev | Halleck to Moleen. |
| Dr. W. D. Row, District Surgeon | Carlin, Nev | Moleen to Beowawe. |
| Dr. S. R. Clark, District Surgeon | Battle Mountain, Nev | Beowawe to Golconda. |
| Dr. Geo. F. Pope, Emergency Surgeon | Winnemucca, Nev | Golconda to Cosgrave. |
| Dr. John T. Beale, District Surgeon | Imlay, Nev | Cosgrave to Rye Patch. |
| Dr. J. A. Russell, District Surgeon | Lovelock, Nev | Rye Patch to Hazen. |
| Dr. J. B. Wilson, Assistant Surgeon | Lovelock, Nev | Rye Patch to Hazen. |
| Dr. S. Lees Joslin, District Surgeon | Fernley, Nev | Fernley |

| NAME | LOCATION | DISTRICT |
|---|---|---|
| Dr. T. H. Harper, District Surgeon | Sparks, Nev | Hazen to Reno. |
| Dr. W. L. Kistler, Assistant Surgeon | Sparks, Nev | Sparks to Reno. |
| Dr. M. R. Walker, District Surgeon | Reno, Nev |  |
| Dr. S. K. Morrison, Assistant Surgeon | Reno, Nev |  |
| Dr. John A. Fuller, Oculist and Aurist | Reno, Nev | Wadsworth. |
| Dr. E. A. Jackman, District Surgeon | Wadsworth, Nev | Fallon to Hazen. |
| Dr. Carl H. Lehners, District Surgeon | Fallon, Nev |  |
| Dr. R. W. Garner, District Surgeon | Susanville, Cal |  |
| Dr. M.W. Hollingsworth, District Surgeon | Westwood, Cal |  |
| Dr. G. L. Dempsey, District Surgeon | Dayton, Nev |  |
| Dr. G. E. Leavitt, Emergency Surgeon | Yerington, Nev |  |
| Dr. M. A. Williamson, District Surgeon | Lone Pine, Cal | Keeler to Zurich. |
| Dr. R. H. Carter, District Surgeon | Cartago, Cal | Zurich to State Line. |
| Dr. C. E. Turner, District Surgeon | Bishop, Cal | State Line to Hazen. |
| Dr. D. A. Smith, District Surgeon | Mina, Nev |  |

## HOSPITALS

**General Hospital, San Francisco, Cal.** **Division Hospital, Dee Memorial Hospital, Ogden, Utah.** **Emergency Hospitals, Sparks, Nev., Mina, Nev., Ogden, Utah.**

## TONNAGE OF PASSENGER CARS.

|  | Wood Lbs. | Steel Lbs. | Steel Under-frame Lbs. |
|---|---|---|---|
| Baggage | 79,000 | 90,000 | ........ |
| Baggage (Dynamo) | ........ | 105,000 | ........ |
| Baggage and Mail 60 ft | ........ | 90,000 | ........ |
| Baggage and Mail 69 ft | 77,000 | 121,000 | 93,000 |
| Baggage and Passenger | 61,000 | ........ | ........ |
| Buffet | ........ | 130,000 | 122,000 |
| Buffet (Dynamo) | ........ | 146,000 | ........ |
| Business | 107,000 | 178,000 | 135,000 |
| Chair | 86,000 | 98,000 | ........ |
| Coaches | 80,000 | 95,000 | ........ |
| Dining | 128,000 | 147,000 | 135,000 |
| Horse Express | 81,000 | ........ | ........ |
| Observation | 122,000 | 145,000 | 131,000 |
| Postal (40 feet) | ........ | 77,000 | ........ |
| Postal (60 feet) | ........ | 110,000 | ........ |
| Pullman Observation | 124,500 | 151,000 | 127,000 |
| Pullman Parlor | 115,000 | 146,000 | ........ |
| Pullman Standard Sleepers | 125,000 | 153,000 | 145,000 |
| Pullman Tourist Sleepers | 94,000 | ........ | 133,000 |
| Tea and Silk | 48,000 | ........ | ........ |

## RATING OF LOCOMOTIVES—SALT LAKE DIVISION.

In M's of 1,000 pounds back of Tender.

|  |  | THROUGH RATING |  |  |  |  |  |  |  |  |  |  | LOCAL RATING |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CLASSIFICATION | ENGINE NUMBERS | Boiler Pressure | Sparks and Imlay Imlay to Carlin Ogden to Montello | Montello and Carlin | Carlin to Imlay Montello to Ogden | Hazen and Tonopah Jct. | Churchill and Dayton | Dayton and Mound House | Mina and Keeler Narrow Gauge | Sparks and Imlay Imlay to Carlin Ogden to Montello | Carlin and Montello | Carlin to Imlay Montello to Ogden | Fernley and Susanville |  | Susanville to Westwood | Westwood to Susanville |
|  |  |  |  |  |  |  |  |  |  |  |  |  | Single | Helper |  |  |
| M—63 21/28 144 | 1725 to 1803<br>Simple | 195 | 3380 | 1520 | 3820 | .... | .... | .... | .... | 3820 | 1580 | 4220 | 2500 | 4270 | 935 | 1755 |
| M—63 15½-26/28 144 | 1730 to 1802 | 200 | 3310 | 1510 | 3750 | 1702 | 2384 | 682 | .... | 3730 | 3280 | 3730 | .... | .... | .... | .... |
| T—57 18/24 72 | 2006 | 150 | 1815 | 795 | 2105 | 1000 | 1400 | 400 | .... | .... | .... | .... | .... | .... | .... | .... |
| T—57 18/24 83 | 2156 to 2173 | 160 | 1945 | 860 | 2245 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| T—63 19/24 105 | 2221 to 2234 | 160 | 1910 | 830 | 2210 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| T—63 20/26 112 | 2235 to 2273 | 180 | 2680 | 1190 | 2970 | 1500 | 2100 | 600 | .... | .... | .... | .... | 1900 | 3380 | 715 | 1330 |
| T—69 21/28 149 | 2283 to 2300 | 200 | 3275 | 1410 | 3555 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| P—77 22/28 141 | 2400 to 2452 | 200 | 3185 | 1330 | 3450 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| A—84 15-25/28 110 | 3000 to 3009 | 200 | 2265 | 975 | 2695 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| A—81 20/28 105 | 3049 to 3065 | 200 | 2525 | 1095 | 3035 | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |
| C—57 22/30 187 | 2513 to 2599 &<br>2752 to 2836 | 200 | 4120 | 1890 | 4675 | .... | .... | .... | .... | 4675 | 1960 | 5135 | .... | .... | .... | .... |
| C—57 22/30 184 | 2698 to 2751 | 200 | 4120 | 1890 | 4675 | .... | .... | .... | .... | 4675 | 1960 | 513 | 3000 | 5135 | 1145 | 2110 |
| MK—57 23¾-30 205 | 3200 to 3228 | 180 | 4200 | 1895 | 4780 | .... | .... | .... | .... | 4780 | 1965 | 5360 | .... | .... | .... | .... |
| E—44 14/18 32 | 4 to 10 | .... | .... | .... | .... | .... | .... | .... | 105 | .... | .... | .... | .... | .... | .... | .... |
| M—44 14/18 42 | 11 to 12 | .... | .... | .... | .... | .... | .... | .... | 125 | .... | .... | .... | .... | .... | .... | .... |
| T—48 16/20 56 | 14 to 17 | .... | .... | .... | .... | .... | .... | .... | 180 | .... | .... | .... | .... | .... | .... | .... |
| .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... | .... |

FIRST PARAGRAPH OF RULE 92 WILL NOT APPLY TO WESTWARD TRAINS ARRIVING SPARKS.

## YARDS

Yards are established at the following stations:

**MONTELLO.**
**WELLS.**
**CARLIN.**
**IMLAY.**
**HAZEN.**
**SPARKS.**
(Sparks yard extends from yard limit board east of Sparks to yard limit board located one and one-half miles west of Reno.)
**SUSANVILLE.**
**WESTWOOD.**
**FALLON.**
**MOUNDHOUSE.**
**MINA.**
**LAWS.**
**KEELER.**
**OWENYO.**

Rules 93 and D-93 are revised as follows:

Within yard limits the main track may be used, protecting against first-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL.

### MILEAGE.

| | | | | |
|---|---|---|---|---|
| **MAIN LINE.** | | | | |
| Sparks to Ogden, via Lucin Cut-off | C. P. Ry | | | 537.19 |
| **BRANCHES.** | | | | |
| Candelaria | C. P. Ry | Filben to Candelaria | 5.51 | |
| Fallon | C. P. Ry | Hazen to Fallon | 15.92 | |
| *Malad Valley (O. S. L. R. R.) | C. P. Ry | Corinne Jct. to Brigham | 3.98 | |
| Metropolis Branch | C. P. Ry | Tulasco to Metropolis | 7.87 | |
| Mina | C. P. Ry | Hazen to Keeler | 288.66 | |
| Moundhouse | C. P. Ry | Churchill to Moundhouse | 26.20 | |
| Promontory | C. P. Ry | Lucin to Cecil Jct | 145.96 | |
| Fernley | C. P. Ry | Fernley to Westwood | 136.60 | |
| Total Branches | | | | 630.78 |
| Total Salt Lake Division | | | | 1,167.97 |

*Track used jointly with O. S. L.

### SPEED TABLE.

| Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. | Speed per Hour | 1 Mile in Min. Sec. |
|---|---|---|---|---|---|
| 6 | 10 | 25 | 2.24 | 38 | 1.34 |
| 8 | 7.30 | 26 | 2.18 | 39 | 1.33 |
| 10 | 6 | 27 | 2.13 | 40 | 1.30 |
| 12 | 5 | 28 | 2.8 | 41 | 1.27 |
| 15 | 4 | 29 | 2.5 | 42 | 1.25 |
| 16 | 3.45 | 30 | 2 | 43 | 1.23 |
| 17 | 3.31 | 31 | 1.56 | 44 | 1.21 |
| 18 | 3.20 | 32 | 1.52 | 45 | 1.20 |
| 19 | 3.9 | 33 | 1.49 | 46 | 1.18 |
| 20 | 3 | 34 | 1.45 | 47 | 1.16 |
| 21 | 2.51 | 35 | 1.42 | 48 | 1.15 |
| 22 | 2.43 | 36 | 1.40 | 49 | 1.13 |
| 23 | 2.36 | 37 | 1.37 | 50 | 1.12 |
| 24 | 2.30 | | | | |

## DISPATCHERS

### Carlin and Montello Sub-Divisions.

W. M. Johnson, Chief Train Dispatcher..........Ogden
R. E. Beach, Asst. Chief Train Dispatcher........ “
M. R. Woodward, Train Dispatcher............... “
C. O'Laughlin, “ “ ............... “
L. Lynch, “ “ ............... “
H. D. Jones, “ “ ............... “
F. M. Kelly, “ “ ............... “
J. W. Robbins, “ “ ............... “
C. F. Marchant, “ “ ............... “

W. J. Toy, Road Foreman of Engines........Ogden, Utah
(Montello and Carlin Sub-Divisions.)

James Davis, Road Foreman of Engines ....Sparks, Nev.
(Imlay, Sparks, Susanville and Mina Sub-Divisions.)

I. S. RUTH,
*Examiner.*
*Ogden, Utah*

## DISPATCHERS

### Sparks, Imlay, Mina and Susanville Sub-Divisions.

H. G. Valleau, Chief Train Dispatcher..........Sparks
H. F. McDonald, Assistant Chief Train Dispatcher.. “
T. W. Fitzgerald, Train Dispatcher............... “
J. E. Vail, “ “ ............... “
A. R. Ludwig, “ “ ............... “
G. McNabney, “ “ ............... “
J. A. Jackson, “ “ ............... “
L. Norris, “ “ ............... “
A. L. Bails, “ “ ............... “
W. E. Watts, “ “ ............... “
G. E. Payne, “ “ ............... “

W. H. McBEAN,
*Trainmaster,*
*Ogden, Utah.*
*(Montello and Carlin Sub-Divisions.)*

W. S. JOY,
*Trainmaster,*
*Sparks, Nev.*
*(Imlay and Sparks Sub-Divisions.)*

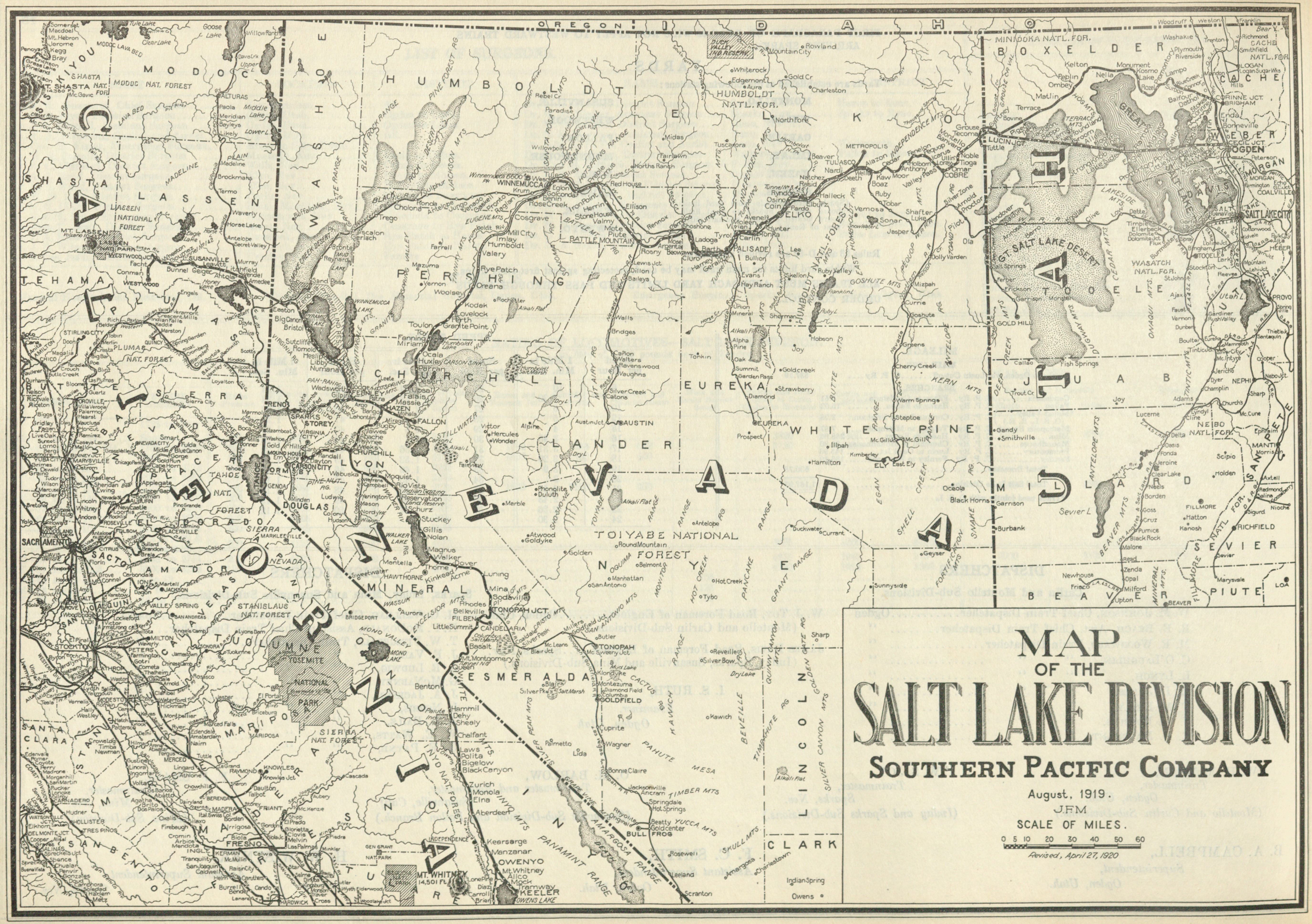
O. M. BARLOW,
*Trainmaster and Roadmaster,*
*Susanville, Calif.*
*(Susanville Sub-Division and Fallon Branch.)*

F. F. SMALL,
*Trainmaster,*
*Mina, Nev.*
*(Mina Sub-Division)*

B. A. CAMPBELL,
*Superintendent,*
*Ogden, Utah.*

F. C. SMITH,
*Assistant Superintendent,*
*Ogden, Utah.*

H. W. WISTNER,
*Assistant Superintendent,*
*Sparks, Nev.*


OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
SISKIYOU
MODOC
SHASTA
LASSEN
TEHAMA
PLUMAS
SIERRA
NEVADA
PLACER
EL DORADO
SACRAMENTO
AMADOR
CALAVERAS
SAN JOAQUIN
STANISLAUS
TUOLUMNE
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
MONO
INYO
TULARE
WASHOE
HUMBOLDT
PERSHING
CHURCHILL
STOREY
ORMSBY
DOUGLAS
LYON
MINERAL
ESMERALDA
NYE
LANDER
EUREKA
ELKO
WHITE PINE
LINCOLN
CLARK
BOXELDER
CACHE
WEBER
MORGAN
DAVIS
SALT LAKE
TOOELE
JUAB
MILLARD
BEAVER
SEVIER
PIUTE
SANPETE
GREAT SALT LAKE
GT. SALT LAKE DESERT
LAKE TAHOE
PYRAMID LAKE
WALKER LAKE
MONO LAKE
OWENS LAKE
SEVIER L.
MT. SHASTA
MT. LASSEN
MT. WHITNEY 14,501 FT.
YOSEMITE NATIONAL PARK
TOIYABE NATIONAL FOREST
HUMBOLDT NATL. FOR.
SACRAMENTO
STOCKTON
RENO
SPARKS
CARSON CITY
WINNEMUCCA
LOVELOCK
FALLON
HAZEN
ELKO
CARLIN
PALISADE
BATTLE MOUNTAIN
AUSTIN
EUREKA
ELY
TONOPAH
TONOPAH JCT.
GOLDFIELD
BULLFROG
KEELER
OWENYO
LUCIN JCT.
OGDEN
SALT LAKE CITY
PROVO
MONTELLO
METROPOLIS
GOLD HILL
FRESNO
MERCED
AUBURN
COLFAX
TRUCKEE
SUSANVILLE
ALTURAS

# MAP OF THE SALT LAKE DIVISION

## SOUTHERN PACIFIC COMPANY

August, 1919

J.F.M

SCALE OF MILES.

0 5 10 20 30 40 50 60

*Revised, April 27, 1920*